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Special Features This Issue:
"Maiden Voyage of *Maramu*"
"The Old Girl Can Still Sail!"



messing about in BOATS

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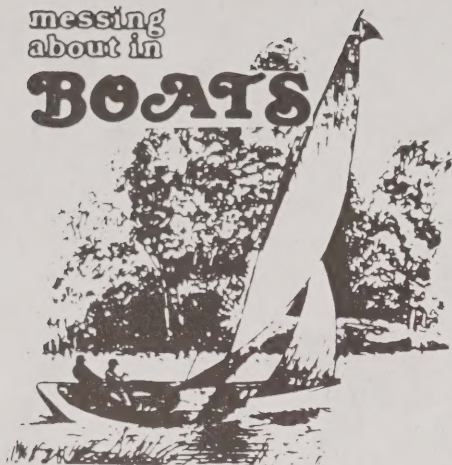
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Our Next Issue...

Starts a new year, but we'll keep on bringing you more of the same. Only one short event report, Charlie Schmitt's "Dragon Boat Races", but individual adventures abound with Marty Cooperman's "By the Shores of Gitchee Gumee", David Dawson's "When Things Go Right", Jim Thayer's "Reconnaissance, Product Testing, Play" and Fritz Seyfarth's "Simplicity".

For projects David Goodchild is back at work "Building Toad Hall", Ira Goldstein details "Building a Double Paddle Dory" and Jim Thayer explains a 20 year ferrocement dream in "These Things Take Time".

We will get Dennis Davis' "DD23 Bliss" design in at last, along with Jim Betts' "Dream Boat" and Phil Bolger's "Bilge Keel Yawl". Tom Doane asks, "Whatever Happened to the Mass Bay Hustler?" And Mark Fisher checks out the indigenous watercraft in "A Letter From Saudi Arabia".

Scott White continues his "Boatwork" series with a discussion of "Tools", Roy Terwillger explains a "Singlehanded Rollover", Burt Libby's "Stripping Old Varnish" offers a useful idea, and Denise Brown details a "Boat Storage Lift" for the garage.

And two more books are reviewed: Jim Michalak reviews *Electric Boats* and Michael Levy reviews *Building the Six Hour Canoe*.

On the Cover...

"No crew had more fun, more fun than a barrel of Hobie Cats, more fun than any of us have had sailing in many years." That's Ray Schaeffer's summary of his adventures with friends racing his Bolger light schooner in a local yacht club race, elaborated upon in "The Old Girl Can Sail" featured in this issue.

Commentary...

So maybe you are really going to get to work in the boatshop this winter, wherever that may be in your own particular circumstance: shed, porch, cellar, garage, real boatshop. I hope to, as I've discussed in earlier commentaries. It's a satisfying activity, but it can be a lonely one if you live where there are no nearby fellow small boat nuts to drop by to see how you're doing, or who you can go see for an afternoon away from your own projects. While the tasks at hand can be very absorbing and rewarding, most of us enjoy sharing some of our time with like-minded folks.

As it happens I have belonged for 15 years to a local small craft club we organized in 1980 at the Peabody Museum in Salem, Massachusetts. Our monthly evening meetings feature various speakers and programs of interest to us, and typically about 45 to 75 members turn up.

But, suppose no such opportunity for such camaraderie exists near you? Have you looked into another possibility, any maritime museums that may be within reach? Many of them are undertaking to offer programs on boatbuilding and related activities.

I receive constant announcements of such boatbuilding programs. I used to publish these in the "Happenings" before the onrush of all activities desiring to be listed flooded out the space available. Here is a recent sampling:

Traditional Boatbuilding at the Glenmar Community Sailing Center sponsored by the Back River Recreation Council and the Traditional Small Craft Association in Towson, Maryland. (410) 252-9324.

Lapstrake Canoe Building at the Lake Champlain Maritime Museum in Basin Harbor, Vermont. (802) 475-2022.

Marine Skills Workshops & Seminars at the Center for Wooden Boats in Seattle, Washington. (206) 382-2628.

Boatbuilding Workshop at the Plimoth Plantation in Plymouth, Massachusetts. (508) 746-1622 XT 210.

Boatbuilding Season at the Upper Chesapeake Baymen (TSCA Chapter) boat shed in Baltimore, Maryland. (410) 566-7755.

Okay, so how do you locate such an opportunity if you feel you are operating in a vacuum? For starters you can check over this admittedly incomplete list I had built up this past year:

Adirondack Museum, Blue Mountain Lake, NY, (518) 352-7311.

Antique Boat Museum, Clayton, NY, (315) 686-2628.

Association of Wooden Boat Builders, 7811 NE 88th St., Vancouver, WA 98662.

Barneget Bay TSCA, Toms River, NJ, (908) 270-6786.

Brookfield Craft Center, Brookfield, CT, (203) 775-4526.

Cape Fear Museum, Wilmington, NC, (919) 341-4350.

Center for Wooden Boats, Seattle, WA, (206) 382-BOAT.

Chesapeake Bay Maritime Museum, St. Michaels, MD, (410) 745-2916.

Connecticut River Oar & Paddle Club, Old Lyme, CT, (203) 434-2534.

Essex Shipbuilding Museum, Essex,

MA, (508) 768-7541.

Gloucester Schooner "Adventure", Gloucester, MA, (508) 281-8079.

Havre de Grace Maritime Museum, Havre de Grace, MD, (410) 939-4800.

Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401.

Lake Champlain Maritime Museum, Basin HARBOR, VT, (802) 475-2022.

Maine Maritime Museum, Bath, ME, (207) 443-1316.

Manitowoc Maritime Museum, Manitowoc, WI, (414) 684-0218.

Mariners Museum, Newport News, VA, (804) 596-2222.

Michigan State University Museum, E. Lansing, MI.

Milwaukee Maritime Center & Lake Schooner Ltd., Milwaukee, WI, (414) 276-5664.

Museum of the Albemarle, Elizabeth City, NC, (919) 335-1453.

Museum of Yachting, Newport, RI, (401) 847-1018.

Mystic Seaport Museum, Mystic, CT, (203) 572-5028.

North Carolina Maritime Museum, Beaufort, NC, (919) 728-7317.

Northwest School of Wooden Boatbuilding, Port Townsend, WA, (206) 385-4948.

Oregon TSCA, Lake Oswego, OR, (503) 636-7344.

Patuxent Small Craft Guild, St. Leonard, MD, (410) 586-1893.

Peabody-Essex Museum, Salem, MA, (508) 745-1876.

Potomac TSCA, Alexandria, VA, (703) 549-6746 eves.

Riverswest Small Craft Center, Portland, OR, (503) 774-4207.

Sacramento TSCA, Sacramento, CA, (916) 736-0650.

San Diego Maritime Museum, San Diego, CA, (619) 234-9153.

South Jersey TSCA, Cape May Courthouse, NJ, (609) 861-0018.

South Street Seaport Museum, New York, NY, (212) 669-9400.

Traditional Small Craft Association, P.O. Box 350, Mystic, CT 06355.

Traditional Small Craft & Rowing Association of Maine, S. China, ME, (207) 445-3004.

TSCA of the Philadelphia Maritime Museum, New Britain, PA, (215) 348-9433.

TSCA of West Michigan, Stevensville, MI, (616) 429-5487.

Upper Chesapeake Baymen TSCA, Baltimore, MD, (410) 254-7957.

Upper Mississippi Small Craft Association, St. Paul, MN, (612) 222-0261.

"WoodenBoat" School, Brooklin, ME, (207) 359-4651.

Workshop on the Water, Philadelphia Maritime Museum, PA, (215) 925-5431.

For 1995 I am going to expand on this listing in a special supplement, probably in a February issue, to try to offer as much guidance as I can as to what's going on in messing about in boats. You can assist in this if you like by sending me any listings you know of for messing about activities, the whole gamut from building through events to restoring, etc. I'll organize all the input for final publication so don't be concerned that you may be duplicating anyone else's input.



UNITED STATES COAST GUARD AUXILIARY

A Voluntary National Organization

Contributed by Tom Shaw

Dedicated to the promotion of SAFETY in the maintenance, operation and navigation of SMALL CRAFT

EPIRBs

It's a dark and foggy night. You are boating a long, long way offshore. Then disaster strikes. It's pretty clear you are sinking. You need help, and you need it in a hurry.

Your first action, of course, is to send a "MayDay" on your marine radio. That sets a Coast Guard Search and Rescue team into action, but since you are not exactly certain of your position you can only hope the searchers find you while the vessel is still afloat.

That's when you wish you had bought an EPIRB, an Emergency Position Indicating Radio Beacon which says, in effect, "Here I am. Come quickly."

An EPIRB is a small battery powered radio transmitting device. Even if your boat's electrical power is gone for your distress signal the battery can transmit a signal for the rescuers to follow. Since response time is the key to survival, your survival, an EPIRB and especially a 406 MHz EPIRB, is second only to your life jacket as the most valuable piece of safety equipment on your boat.

EPIRBs have been in use since the early 1970's. The original ones operated on VHF-AM frequencies of 121.5 and 243 MHz and were designed to be picked up by

aircraft and a limited number of satellites. Assuming that one or the other was in range, those EPIRBs (known as Class A, B or C) would give your position within a 20 kilometer circle which means a search area of 1260 square kilometers. That is, in most cases, a more accurate location than you could give on your marine radio, but it still left a lot of water to search and, of course, there was always the chance that no receiver was in range of your emergency signal.

The Class A, B and C EPIRBs are gradually being phased out in favor of the vastly improved technology of the newer (and admittedly more expensive) Category 1 and Category 2 EPIRBs that transmit on 406 MHz.

There are a number of major advantages to the 406 MHz units. First, they are always heard by a series of satellites that monitor the globe. Second, they are vastly more accurate, giving your position within 3 kilometers and placing you in a circle of 18 (rather than 1260) square kilometers or to within 1-3 miles rather than 5-10 miles. Third, assuming you have registered your EPIRB with the National Oceanic and Atmospheric Administration, the emergency signal will not only give your loca-

tion but will identify your boat so the rescue ships and aircraft know not only where to look but specifically what to look for. Finally, the older beacons were plagued by up to 95% false alarm signals from non-EPIRB sources. The "406" instruments have licked that problem.

Here it should be said that any EPIRB must be added to your ship's radio license to comply with FCC regulations.

Should you consider an EPIRB for your boat? If you spend any significant time well off shore, the answer is a strong "Yes". The question then becomes, "What kind should I buy?" Prices range from somewhere near \$400 for an older style unit to somewhere near \$1,400 for a "406" Category 1 or Category 2.

That's a big price difference, but there are two things to bear in mind. First, with all safety equipment it is sound judgement to go first class. The "406" provides a lot more safety and the lives of you and your crew can't be measured in dollars. Second, as mentioned earlier, the older units are gradually being phased out.

Finally, an EPIRB can only indicate your position to guide rescue craft. You still need your life jackets, exposure suits, life rafts and other survival equipment to protect yourself until help arrives, a minimum of one hour in the very best of conditions but generally longer. Your EPIRB can shorten the time 'til assistance reaches you. Your other safety equipment is there to make sure you are there to receive that help.

For more information, contact the Department of Transportation and ask for the pamphlet simply titled *EPIRBs*.



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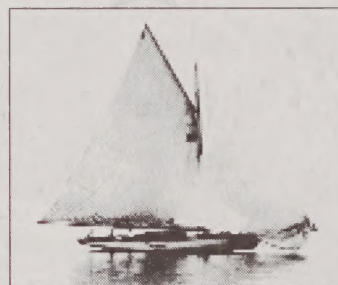
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Bahamas Cruise

This past January Matt Leyden had built a new 13' boat he called *Paradox*, and together we left Key Largo for the Bahamas. We were in our 15' *Little Cruiser* (see June 15, 1993 issue). After making our way safely across the Gulf Stream, we hung out in Bimini for a couple of days, and then the two boats sailed over to the Berry Islands, which was as far as we made it the year before. From there we went on to Nassau, the capital, better known as "Nassewer" to cruisers, due to the pollution in it's harbor.

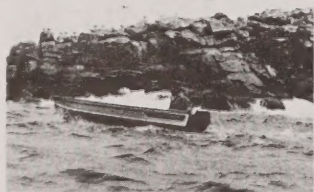
When the weather was cooperative, we crossed over to the Exumas, a string of some 365 islands, some of the most beautiful we had ever seen. The water was crystal clear and the shoals kept the big boats from venturing inshore where we were. While traveling down these chains of islands on our way to Georgetown, Great Exuma, we saw some 40 sea kayakers on a tour organized by a Canadian company. They were having a great time too!

When we reached Georgetown, Matt's girl friend Karen flew in to join him so we headed off on our own for two weeks to explore Long Island, Conception Island and Rum Cay. When we got back it was time for Karen to go home. Both boats traveled back up the Exumas and on to Spanish Wells. Royal Island was our last stop before we parted company. Matt went on to the Abacos to see friends and we returned to the States because we were out of time after three months of sailing.

We had a great time together exploring deserted beaches, diving on reefs, sharing meals together, and just enjoying ourselves.

David & Mindy Bolduc, Greenville, NC.

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More Details Please

How about more in-depth stuff on these boats in the boat shows? Feature fewer of them but get into the juicy stuff more. I often see a photo of some great looking craft I want to know more about than just a caption can tell me.

George Smith, Groton, CT.

Editor Comments: I now try to include builders' addresses with such boat show photos so you can go directly to them for complete specs and info. I'd rather show you all the possibilities and let you do the chasing down of the details. Broader perspective for all, and less time consuming for me.

Seen On the Waterfront

I saw this nice little Beetle Cat moored in Essex (CT) harbor, and thought your readers might enjoy the photo. Also on the waterfront at the Connecticut River Museum in Essex was this old training cutter that had been rowed by eight oarsmen trainees plus coxswain. It was built in the '20's or perhaps even earlier. The oars sport a quadratic cross-section and are 9' long.

Al Curran, New Britain, CT.



A Resounding "Thank You"

Your coverage of the Mid Atlantic Small Craft Festival at the Chesapeake Bay Maritime Museum in St. Michaels, Maryland last October failed to picture a vital part of this event, John Ford, the Museum's Director of Development who organizes the whole thing and even mans the registration booth and also makes the morning coffee. A resounding "Thank You" to John from all of us who enjoy this event is in order.

Jim Thayer, Collbran, CO.

Don't Mention Another Boat

Presently I am down to five boats counting the Sevlor inflatable kayak. The most used is a 20' pontoon/patio boat. Another is a 23 year old 16' Glastron run-about that will do 50mph. Then there's a West Wight Potter, and lastly an Adirondack Goodboat by Mason Smith of Long Lake, NY. My wife of 55 years threatens to leave me at the mere mention of another boat.

Billy Rosenberg, Selma, AL.

Wonderful To See the Beetles

It was wonderful to find four photos of Beetle Cats in the November 1st issue. Imagine seeing two or three different Beetle Cats at St. Michaels while mine has been the only one present at the two most recent Connecticut River events at Essex! I guess I'll have to travel to the Mid-Atlantic Small Craft Festival next year to sail with other Beetles!

Joe Tamsky, Harwich, MA.



BOOK REVIEW

The Kayak Shop

By Chris Kulczycki

International Marine Publishing.

Paperback, 157 pp. 132 illus., \$19.95

Reviewed by Chuck Jones (who wishes he'd had it when he built his Pygmy 19).

When Bill Ridlon sent me *The Kayak Shop* by Chris Kulczycki to read and review, I had several pleasant surprises. Perhaps they were not surprises to Bill, but more the reasons he made the request.

As a subscriber to both *Sea Kayaker* and *Fine Woodworking*, I had seen some of Chris Kulczycki's designs and followed his thinking about the natural marriage between wood and kayaks.

The second surprise was on page 1 of Chapter I. "My" Pygmy 19 designed by John Lockwood (kit built in 1987) was front and center. Chris has beautifully explained the wood kayak philosophy and has refined some building and design techniques. However the Pygmy 19 will become a classic for John Lockwood; perhaps like the Model A Ford?

Chapter by chapter Chris unfolds the basics and nitty-gritty of design, materials, tools, and plans, without getting so technical as to scare off the prospective builder. It is a soft sell that should encourage a lot of people to make the go-for-it decision. Then, he follows up with step-by-step photos and descriptions that should keep even basic woodworkers comfortable with what they are doing.

If the reader gets the book, reads it and never builds a boat, he/she has still made a gain. A wood kayak can be purchased or built from a kit by professional help. It will be lighter, stronger, and aesthetically pleasing, relative to its various plastic cousins.

Since 1983 I've purchased and paddled six fiberglass sea kayaks of various designs. I still have three of them, but my one wooden kayak gets most of the use. I wish Chris had written his book ten years ago, it might have saved a lot of trouble and expense for me and others!

Reviewed by Matthew Hillier (who did have it when he built his first kayak).

This book is about building wooden kayaks and does a great job. Its a book aimed at the amateur and goes into great

detail describing every process clearly and simply.

In the book Chris tells you how to build three kayaks, two singles and a double, quickly (3-4 weeks of spare time) and easily using marine plywood and the stitch and glue method. The result is a very beautiful kayak.

When I built my kayak from the book I found no information needed to build the kayaks missing. If anything there was an abundance of material on all aspects of kayak building. It covers everything from cutting scarfs to putting on that last coat of varnish.

The book also includes a large section on choosing a design, designing your own boat and altering a design to suit your needs. A few other useful sections are on choosing wood, tools and paint.

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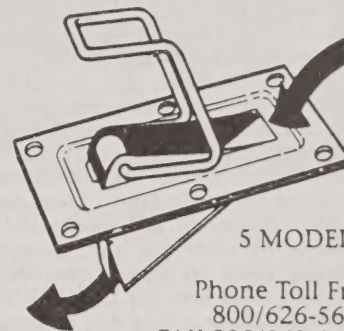
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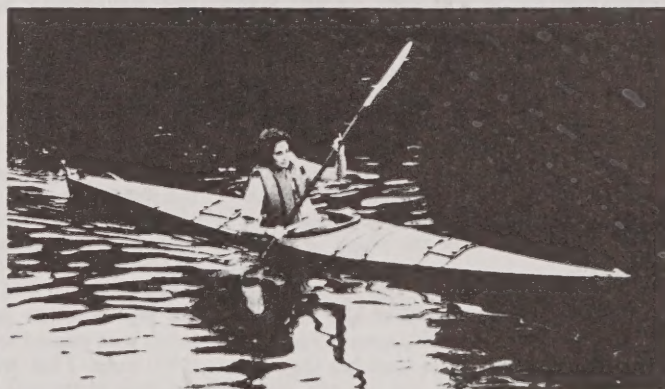
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It started as a seed and germinated into an idea, an idea many of us have shared and dreamed of, building a boat.

This is the story of the maiden voyage of *Maramu*, a 22' Wharram catamaran that I built from scratch. Right from those four pieces of paper so graciously called "plans". The building started back in the late winter of one of New Jersey's best and bleakest.

Here it is now April and *Maramu* is resting on a cement ramp at the Sportsman's Marina ready for her first meeting with Neptune's element. I was sure she would not float and it felt like an anvil was sitting on my chest. Many friends and neighbors have come to the launching, probably to laugh at my blunder or to cheer the beer that was being passed around. Finally it was time to launch *Maramu* (Polynesian name for "Big Wind").

As we eased her down the ramp on the two shopping carts I had redesigned as rolling ramps, she wiggled and swayed as if to be saying "NO, NO, don't put me in there". Finally her long rudders touched and continued down, down. She was now about half way in and her back half was underwater much too far. In my mind I screamed for her to float. "Float damn it!" A little further in and finally she shook loose of the carts and rose, bouncing and bobbing about an inch or two above her designed water line. My faith in Wharram's ability to design a boat was re-established.

We all jumped aboard her and took pictures and drank to the good life.

My next problem was to find a crew for my voyage from the Hackensack River, Carlstadt, N.J. to a mooring off City Island, N.Y. My first able seaman was Joe. Joe has made all first and last trips of the season with me in whatever we had that floated. A good friend, but calm to a fault. If we ran aground or started taking water, Joe would ask for a sandwich or a beer. Second seaman was to be Stanley, a non-sailor, although his house sits on a tiny lake and he has been waterborne on a rubber tube several times on this minute lake. He also has been bitten after seeing *Maramu* come to life in my garage and Stan has since sent for the plans of a 16' catamaran.

We planned to leave early on a Friday morning after having studied the current tables. Joe packed as usual, heavy. Enough food for six; a set of sails from his Osprey, since my sails had not yet arrived from England; and his spare 5hp Seagull to backup my 3hp Seagull. I couldn't see much sense in his sails because his mast on the Osprey was much higher and marconi rigged, whereas my *Maramu* was sprit rigged and had a mast of only 17'. Also, my Seagull was brand new and was very reliable. Stan showed up with just his sweater and a brown bag lunch. Oh, poor Stanley.

The morning broke clear but cold and windy, blowing from the south at 10 to 15 knots. We started out from the Marina at 0630 with the current and the mast was lowered so we could go straight under the some 13 bridges that span the Hackensack from Carlstadt to Newark Bay. We must have made some sight three guys standing on the slatted deck of a catamaran 22' long, 10' wide with the mast and sprit lay-



The Maiden Voyage of *Maramu*

By Anthony Fiore

ing on the deck as the little Seagull bubbled its song as we motored south.

The trip went smoothly as we motored south through the black, oily waters of the Hackensack River. We moved under gigantic old rusty railroad bridges, some having a vertical clearance of 6' or so. As we looked up at these giants of steel into the operators' cabins, we could see the operators peering down on this weird raft with the three men standing on its deck. Their faces were dirty and wrinkled from age, but they all seemed to wear a smirk on their lips that seemed to say, "Where the heck are those crazy b....ds going in that contraption?"

As we reached the mouth of the Hackensack and entered Newark Bay, we were awed by the large battleships and other Navy ships being pulled apart at the Jersey City shipyard on the west side of the delta. Soon after, we stepped the mast, with two of us standing on the bows we tied the forestay to the bridle. The mast had been planed by hand in my garage of Sitka spruce 4"x 4" to 3"x 3", tapered at the top. Another piece of Sitka, also 17' long, was planed to 2"x 2" and tapered at both ends. This was the sprit that holds the peak of the sail up. We put the spars up mostly for aesthetics, since, as I have mentioned before, my sails were flying west somewhere between England and New York.

Now *Maramu* looked much better. She even seemed to motor better. Her long sleek hulls sliced through the bay water. Her two varnished hatches gleamed from the sun that now came low from over the New York skyline and the lower Bayonne docks.

We turned to port as we left Newark Bay and entered the Kill Van Kull all crowded with ships and tugs, throwing their wakes here and there. I noticed my second seaman, Stanley, become a little tense as he noticed the size of the ships and waves. Remember, he had never been on a body of water much larger than a pool and that was in his rubber inner tube. We

steered down through the ships and their wakes under the beautiful curve of the Bayonne Bridge.

Maramu plunged on through the Kill and as we approached Robin's Reef going into New York Bay, the sight that greeted us was truly astonishing. The wind not being restricted by land now, was blowing 20 to 25 knots from under the Verrazano Bridge, and building. Poor Stanley. His eyes popped wide as he took in the scene. I think he would have jumped over and headed for shore, if he knew how to swim.

Remember now that the freeboard of our boat amidships was only two feet, and the deck that connected the two hulls was made of slatted wood, 1"x 2" with 1" spaces between the slats. This made it easy for the water to splash up like a geyser through the deck making one's bottom quite wet. We learned quickly to stand or sit on the main hulls that are solid planked and taking little water due to the high bulwarks that surround the them.

As we approached the middle of Upper New York Bay, carefully dodging the marauding Staten Island ferries, the stainless steel bracket that I had welded up by an expert, and in which I had so much faith, bent over backward and drowned the Seagull in a horizontal position. Here we were, no motor, no sails, a raft at best waiting for something big to run us down and really never noticing. I panic. Stanley screams. Joe asks for a sandwich.

Then my first seaman digs into the port hatch and comes up with his Osprey sails. We throw a halyard on the peak and raise his sail free standing. The sail is much too tall for my rig so I grab the luff and sit down with it against the mast. Joe takes the leech, pulls it out at a proper angle, and we both proceed to yell commands to Stan as to which way to turn the tillers. We are sailing, believe it or not, holding the sails by hand and moving about on deck. We are sailing *Maramu* and at a very good rate. Our hysterical decision is to sail into Governor's Island for repairs. In two tacks, we are alongside one of their docks. The looks on these poor sailors faces tells the story, they can't believe their eyes.

At Governor's Island the men in the shop treat us just great. A large drill and bit and some large bolts and nuts to fit are found. Then I found a piece of oak and cut it to a 6"x 6"x 1". This we drilled into the back cross member and bolted through. It looked strong so Joe pulled out his next life saver, the 5 HP Seagull. We put it on the bracket and Holy Cow! It fits and reaches the water. Two pulls and it sputters to life in the normal black smoke fashion. Joe later told me that the motor had not been used for three years and the fuel was the same vintage. Who cares at a time like this.

All lines cast off, we yell our thanks to the seamen at Governor's Island and they in return yell, "Good luck", and things like "Crazy B---d's".

We had missed the beginning of the flood going past Hell Gate but no problem, we will catch the maximum flood now and really fly. *Maramu* takes off now, helped by the additional horsepower and of course the mainsail being hand held and trimmed as we fly north under the beautiful bridges of New York. The Brooklyn, with

its spider web of supports, the Manhattan, the Williamsburg, and now we spot an island right in the middle of our water. We put our heads together, (no charts of course) and decide to go to the right side, like a car (WRONG!!) The current was making 5 knots, we were making another 5, and really moving. The huge buoys were bouncing up and down like toys. I thought if we ever strike one the cat would be good only for toothpicks.

Down the channel we spot a bridge, a very low bridge from a mile away. At the speed we were traveling and the way we were bounding up and down, with water shooting up through the deck, we knew we could not take down the mast. We thought about a jibe but at 10 knots in turbulent water with rocks on both sides of this narrow channel we decided to just stand there screaming in frozen horror as the bridge got bigger and bigger. Zip under it we flew and the mast was still with us. Guess the height was over 17'.

Now we were past the island and coming to the part where we had to turn to starboard into the area called "Hell Gate". As we passed through this area of dark tales not one of us spoke. It seemed like we were waiting for a sea monster to rise and swallow us. The large boats and tugs that passed threw up large waves that covered our decks but luckily drained out as fast as they came aboard due to the slatted deck. Joe, Stanley and I occasionally looked at each other, especially after a large wave, and were thinking the same thing, "What the hell are we doing out here?"

After Hell Gate things settled down a bit as we headed east under first the Whitestone Bridge and then the Throgs

Neck Bridge. As we turned to port under the Throgs Neck Bridge, City Island came into view. What a wonderful sight. We were wet, tired and hungry, having finished the last of Joe's lunch. It was 1530 and the wind still from the south was blowing us right to City Island, the waves, 3' to 4', were picking up *Maramu* by the rudders, lifting her high and then letting her surf down, oh so slowly, only to be picked up again and again to repeat the process.

As *Maramu* surfed between City and Hart Island I spotted my mooring, that lovely gorgeous mooring, waiting for us with open pennant. We swung to port, lowered sail and motored up to that beautiful rubber ball. Stan leapt forward to grab the pennant and tied us fast. For a second I had thought Stan was going to leap for

shore, some hundred yards away.

We sat down on *Maramu*, opened a warm beer, and started to laugh and laugh and laugh.

The crew, Stanley, Joe and I before departure.



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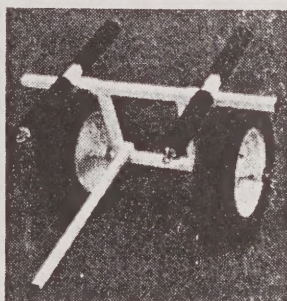
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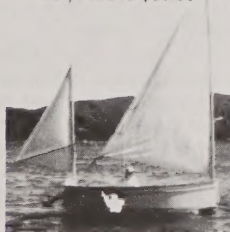
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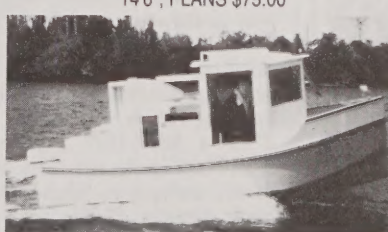
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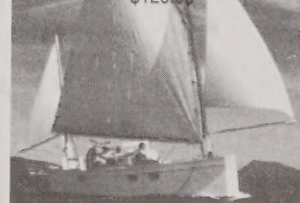
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The Old Girl Can Sail

By Ray Schaefer

Back in '84 a friend's father had retired and was moving to Florida. From the loft of his old garage he presented us with four very old but very beautiful sweeps. The real thing, 12-1/2' long, with huge deeply curved laminated blades. After trying them in a variety of the boats available, we knew we had to build something to suit these magnificent oars.

The announcement of a local race in '86 provided the impetus and Phil Bolger's book *The Folding Schooner*, provided the boat. Navel Jelly was perfect. Long, 31', narrow, 4-1/2', light, simple, quick and dirty. We modified her some with a heavier 3/8" bottom, wales, chines and bottom stringers 30% heavier. Then we cut a foot off her double ended stern for a small tran-

som. With welded-up outriggers and oarlocks, she was cobbled up in six days for the race. We named her the *Great Gerritsen*. She won that race and has raced every year since with various happy crews, lots of fun for just a few bucks.

Later trials with a 2hp motor proved how easily she was driven. This led to speculation as to how she might sail. Too light, too long, too flat they said. Well we'll see some day.

Well, some day finally came late this summer after the annual rowing race. Her belly was sliced open for a daggerboard trunk, offset to give #3 oar clearance. A big board, 5' by 1' by 1-1/2", was glued up and faired. A friend, Bob, had a rig from an old Chrysler LS 16 in pretty good shape available, about 150 sq ft. Mast step from 2"x3"s, a bigger blade for the rudder, chain plates lagged to the wales and exterior chines, she's starting to look like a sailboat.

When we stepped the mast and made up the shrouds the gunwales flexed in too much, so we added a 2"x8" mast bench just behind the mast, but never got to add cleats to support the mast; should have. Didn't fret much about balance as the rudder was so far aft.

Now for the fun part. For power to stand up to this modest rig, an outrigger plank! Remember, she resembles a flat bottom canoe. 10' long, 1' wide, three 2"x2"s and 1/2" plywood, sliding on 2"x12"x4" poly cut from a 55 gallon poly drum, under iron straps, stopped by broom stick dowels. Slides real good. Quick & dirty high tech. A 3/8" SS tie rod across the midship frame through the wales holds her sides together under the considerable

strain of the "PRY".

Friday evening first trials in light air on the creek showed it would work. With Bob, his son and I aboard she slipped along nicely and even came about, though slowly; "ponderously" as Bolger describes other boats of these proportions.

Next evening we fitted a backstay, (1/4" poly ski line, low stretch), to keep the jib from sagging off, and took her out on the bay in a little more wind. With just two of us aboard this light breeze had her going, heeling. It was time to try the pry. WOW! She can move! This is FUN!

Sunday 18 Sept. was the "Last Chance Regatta" at the Rockaway Point Yacht Club. Last chance, end of season. Why not? We extended the tiller with a 5' length of aluminum tubing to get the helmsman out of the stern, and with Clorox jugs and a 5 gallon bucket for de-watering and ski jackets for the crew we were ready for adventure.

Ten minutes before the start, we slipped her off the beach to meet the fleet. Wind W/NW 12 to 15, 15 boats, 19' to 30'. At the start we were last to cross the line and the only boat not able to make the first mark without tacking. Ah! But the reaching and running were ours.

Down wind with the board fully up we had a clear advantage, but the reaching was spectacular! Bill perched on the end of the pry straining it near destruction, Jerry and I hiking as best we could with green water at the rail sometimes over it as we whooped and hollered flying through the fleet, bailing furiously in the lulls.

She never pounded once as her long chine cut through the chop and motor boat wakes. The mast took a frightening curve,

Jerry, Ray and Bill, happy indeed with 3rd place in a fleet of 14!



sagging off to leeward 12" out of column, just more excitement. More fun than a barrel of Hobie cats. More fun than any of us had sailing in many years.

As soon as we crossed the finish line we headed for the beach, pulled up the board, scrambled to the stern and shot her right up on the sand not 50 yards from the club. We definitely won the race to the bar.

Our time of 57:15 placed us third behind a 30' J-9.2 at 52:30, and a clean bottomed well sailed Catalina 25 at 54:45, with the rest of the fleet well behind. No crew had more fun. That was easy to tell by their faces as we passed them. Quick and dirty can do it. Had the *Great Gerritsen* been purpose modified from the beginning for this adventure with wash boards, etc., who knows? I sure would like to try a Bolger Light Schooner. As he himself has said, "We're supposed to be having fun!" Thank you Mr. Bolger.

Race day launching off the beach.



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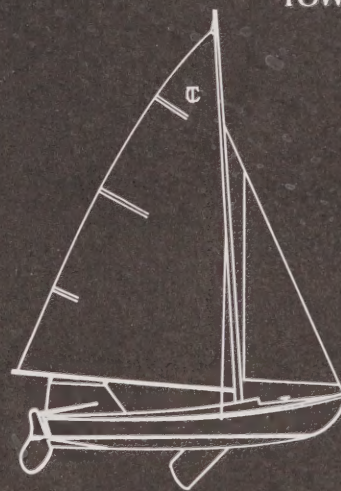
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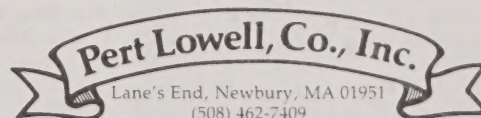
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Cruisin' up the River

By Mel Ross

Like a good appetizer before the main meal, a side trip before starting a charter can set the tone for the entire cruise. It worked that way for the four of us when we chartered in Thailand. After spending three enjoyable days seeing the sights of Bangkok and prior to picking up our charter boat at Phuket, we booked passage on a converted rice barge, the *Mekhala* to take us up the Chao Phraya, a major river and thoroughfare.

The *Mekhala* was a beautiful teak barge trimmed with mahogany. It not only looked good but gave off the wonderful fragrance of teak. Once a working hauler of rice, a lovely job of conversion had made it a floating tourist haven. Topside was an open observation area on the foredeck with several tables and chairs. Just aft was a teak canopy covering a lounge and dining area to port and a small bar to starboard, with the kitchen behind that. Below were staterooms for twelve, again, all teak with mahogany trim. The beds (they couldn't be called bunks) and chests for clothing were all built-in. Two steps down led to a head and shower rivaling the Hilton in luxury if not in size.

Each stateroom had its own name. John and Dave were given one cabin while Eddie and I were assigned the stateroom "Hanamouen," a little too close to "honeymoon" since our names had somehow been confused with a Mr. & Mrs. Planner. When I asked Eddie he told me he would not respect me in the morning since he never had before.

Eighteen people had booked passage. The *Mekhala* could only accommodate a dozen, so a sister barge was pulled alongside. Since the *Mekhala* was motorized and the other barge was not, they decided to tie us together and have us both towed by a tug on a large bridge.

We were in the heart of Bangkok as we headed out. The shoreline was indented by "klongs" or canals leading everywhere; hotels, private homes, factories, temples. We passed a riverside school with the children boarding their schoolbus, a longtailed boat. These boats range from about 20' plus to about 35' LOA, with very narrow beam and a long shaft extending about 6' into the stern accommodating an automobile motor. Aft, the prop end extends about 10' at a very shallow angle. These boats fly with a giant rooster tail showing where they have been. They function as taxis, small freighters, fishing boats and, apparently, as transportation for kids going to and from school.

We made our way through heavy boat traffic going in every conceivable direction. Careful scrutiny did not seem to indicate any rules-of-the-road, but there must have been since in this organized chaos there were no near misses.

In about 45 minutes the skyline of Bangkok was left behind. Meanwhile, the two barges which were tied together fore and aft started to roll slightly. Unfortunately, while one swayed to port the other swayed to starboard. This resulted in some of the beautiful wooden fil-

igree decoration atop the canopies starting to break off. The crews had never tied together before. After watching a few aborted attempts at remedying the problem we suggested to the skipper that he put out something to function as fenders and use spring lines. This worked, and our peaceful cruise resumed.

Just before sunset it started to rain, so we moved under the hardtop canopies. Canvas curtains could be dropped to block off the open sides. Soon a fishing boat came across the river and hitched a ride, tying a line to our stern. Then two other fishing boats joined the parade, each tying onto the boat ahead. From the shore we must have looked like a mother duck with her ducklings in tow.

The shoreline on either side had turned decidedly rural with only an occasional house (some with outstanding statues rimming the shore) or temple to be seen. Candles were lit in the dining area providing a festive atmosphere. The heavy river traffic had dwindled to almost nothing as quiet descended upon the river somehow accentuated by the sounds of the evening insects.

A sumptuous dinner was attractively presented around 8pm. There were ten passengers aboard with eight on our sister barge. Aside from our group of four, there were four other passengers plus two publicists who worked for Asia Voyages and were aboard to help prepare new brochures for the company. Soon the discussion around the table encompassed the sights we had already seen in Bangkok and the charters we had previously experienced in other parts of the world. These tall tales carried us until midnight when we all decided to turn in.

As promised, at 7am we docked at Wat Kai Tia, a beautiful riverside temple to see the Alms Giving Ceremony. The chanting of the monks, the smell of incense and the candles all contributed to making it a memorable event. After the ceremony we wandered the grounds, spoke with some of the monks and Thai children, and then re-boarded the *Mekhala* for breakfast. Once we started upriver again the publicists drafted Eddie as a model for the photos they were taking and I was dragooned as photographer's helper.

After a short sail we pulled into shore and transferred to longtailed boats for an exciting ride to the Bang Pa-In, the royal Summer Palace. The buildings and grounds were out of a storybook. Each building seemed to reflect a different style. One had been contributed by the Chinese government.

Our tour continued with a bus trip, stopping to see the famous (and huge) Reclining Buddha, and then continuing to Ayutha which had been the Siamese capital from 1350 to 1767. The Burmese attacked in that year and devastated the area. Among other things, they decapitated nearly every buddha in the area so that it was rare to find one whole. This havoc resulted in Siam moving the capital to Bangkok. Now Ayutha remains a lovely haunting ruin in what was once the heart of Siam. The bus then drove us to the Bangkok airport for the one hour flight to Phuket where we were to pick up our boat at Leam Maphrao. But that's another story.



Sights along the shore: Bangkok waterfront. The temple at Wat Kai Tie. The reclining Buddha, note man at far right by knees.

Ayutha, Siamese capital from 1350-1767.



Follow-Up: Mel Ross is the author of *Sailboat Chartering...the Complete Guide & International Directory*, paperback for \$13.95 at your bookstore or (+\$3 S&H) from Gobe Pequot Press, P.O. Box 833, Old Saybrook, CT 06475, (800) 243-0495, in CT (800) 962-0973.





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Four New Boats

By Jim Michalak

I had four of my new plywood boat designs get through the prototype stage this past year. All were built without jigs or lofting.



The first, WeeVee, was built by me in the summer of 1993 to test a bunch of ideas. She's a 7-1/2' dink with a deep V bottom and a very sparse structure. Built taped seam style from two sheets of 5mm lauan underlayment plywood, she weighs 45lbs stripped. Looking at the interior all that can be seen is hull skin. She's held in shape mostly by a Carnell flange. That is a broad gunwale with its widest lamination on the outside. It gives an I-beam effect so stiff it requires no frames or bulkheads or thwarts. It holds the perimeter of the open top rigid and thus the hull is also rigid. The thin bottom panels themselves have

enough curvature to avoid flexing.

The V of the bottom is sufficiently deep to float the chines above the waterline. Water flowing across the hull crosses no panel seams at all. So she's quite fast for a dink. A medium rowing effort will give 4 mph in good conditions, what I'd expect from a twelve footer. She's hardly slowed by boat wakes or small chop, but, being small and totally open, she needs a wary skipper in rough going. The deep V makes her fast and tippy under sail. She's not for the meek or infirm but once you get used to her she's a great carnival ride. Her shape also makes beaching a challenge. Eventually I got pretty good at laying WeeVee over on one of her bilge panels to make her into a flat bottomed boat for seconds, just long enough to beach. Of course, docking instead also solves this problem.

I used WeeVee quite a bit this past year as an impulse rowboat. I can carry her on one shoulder. Strapped to the roof of my Escort she's so small that I can't see her from inside the car. I can raise the hood and hatchback with her on the roof. I can forget she's up there but not for long because people stare. One time I parked the setup at a local junior college. A young man came out of the Votech building and asked, "Excuse me, is that a boat?"

My next design to float was Karl James' Jewelbox, detailed in the July 1st issue. The only things I might add to that fine story are that Jewelbox weighs about 800lbs empty, draws about 5", and requires 16 sheets of plywood and 2 sheets of tinted window plastic. Since that Mexican voyage, Karl has sailed Jewelbox in

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Dick Scobbie of Belleville, Illinois built the prototype Woobo skiff, designed originally for the *Woodenboat* Perfect Skiff competition. (I didn't win anything.) Dick's boat weighs 150 pounds built from 6 sheets of plywood, taped seam style. She's 15' long, 4-1/2' wide and is really a pointy bow version of my multichine Piccup Pram. Her first 4' are enclosed for storage and emergency buoyancy. Then she has a 7' long open cockpit, another storage/buoyancy chamber, and then a short open well in the stern. The well was to accept a small motor required in the design competition, but these wells are also ideal for wet, muddy storage of anchors and shoes.

Dick sewed his own sails from my instructions and taught himself to sail with Woobo. She's fast and well mannered. I like to use her as an example of the gains made in going from a light cartop boat like Piccup, to a light trailer boat. The extra length over Piccup's 11' gives more speed, comfort and capacity but it makes Woobo too heavy to cartop. Still, boats of Woobo's size will always be popular. They have capacity to sail three adults but also have a size and simplicity to be easily manhandled solo in all phases of boating from launch to retrieval.

In the same light, Larsboat, built by Lars Hasselgren of Huntley, Illinois, is a stretch of my multichine Toto canoe. I think Lars had a Folboat type to replace and wanted decks and more capacity than that of Toto. So I put a straight 30" long plug in Toto's center and added decks. Larsboat weighs 61lbs and requires 4 sheets of 5mm lauan underlayment plywood and taped seam construction. As you see, she handles two men, but Larsboat should be a good solo cruiser with a lot of dry storage and a long sleepable cockpit. I've had no paddling report on her. She should be faster than Toto in good conditions. The deck is optional but I'd retain the buoyancy/storage chamber in the stern. A deckless boat would be lighter and better shaped for cartopping.

Follow-Up: Blueprints are \$15 for WeeVee, \$35 for Jewelbox, \$20 for Woobo, and \$20 for Larsboat, from Jim Michalak, 118 E. Randall St., Lebanon, IL 62254.



I was mooching around out in the desert, a little walking and a lot of settin', when I flaked out on the edge of the canyon in the warm fall sun and watched some water trickle over the edge. I thought about what a long journey it had ahead, down Jerry Gulch to Plateau Creek, then through the entrenched meanders to the Colorado. If it were lucky it would miss the canal diversions and sneak through Grand Junction to join the Gunnison, then amble over to Utah where it would churn through Westwater and gather in the Delores.

I was approaching the confluence with the Green when I heard faint music on the down-canyon drift. Looking around I espied a fellow picking his way along the rimrock bent low under the concentration

Orders for Boats are Where You Find Them

By Jim Thayer

of his music and and an outlandish headress. A Native American obviously, and it was clear that he would pass right at my feet. How to greet him? A raised palm and a guttural "How" seemed too Hollywood. I resolved to simply nod and let him speak first.

He stopped at arm's length, finished his phrase, extended his hand and said easily, "Kokopelli here". After some pleasantries and mundane generalities

about how times change, I enquired where he might be going. "I have a vision," he said, "to walk the canyons of this vast plateau until I find a proper boat so that I might play upon the waters of The Great Lake, to play for all my brothers who sleep far below those blue waters."

I assured him that his search was over. I had the very boat and would meet him at the home of the Great Bullfrog on the day when the sun stood highest over Navajo Mountain. Thanking me gravely, he took a deep breath, put pipe to lips and bent low toward the west.

Follow-Up: Jim Thayer will gladly build a boat for anyone for any purpose at his shop, Grand Mesa Boatworks, Rt. 1 Box 75, Collbran, CO 81624.

AS-39, Ocean Going Winnebago

Bob and Sheila Wise, after living on the canals of France for several years in their Jesse Cooper named *Loose Moose*, wanted larger accommodations. They felt that the AS-29 was not enough larger than the their JC to justify the work of building so they asked Bolger to design an even larger sharpie live-aboard.

Their criteria was simple. They wanted a boat as easy to build as JC, narrow enough to fit the European canals, have an office for two with room for two computers, comfortable sleeping arrangements for two with room for two more, standing headroom in the head and room to stow all the tools necessary to build her. They wanted a boat suitable for cruising the canals of Europe as well as an occasional foray into the Mediterranean and possibly some limited off-soundings cruising.

These criteria resulted in the AS-39. The Wises named their boat with the unfortunate moniker of *Loose Moose II*. I know 11.5 meters is really only around 38 feet but AS-39 keeps the type name in line with her sister the AS-29 and will take much less explaining than *Loose Moose II*.

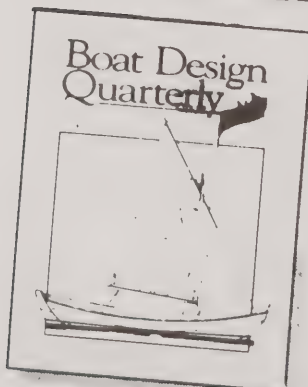
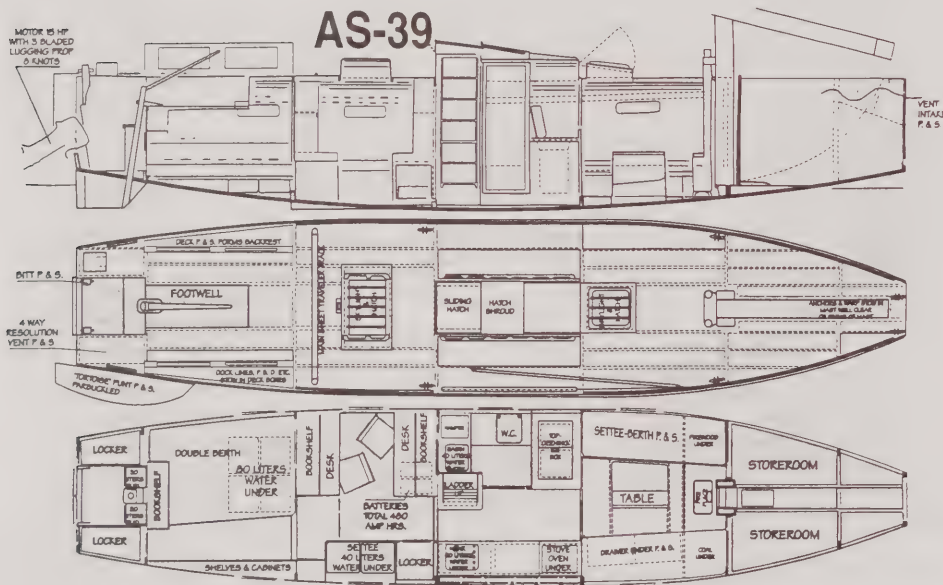
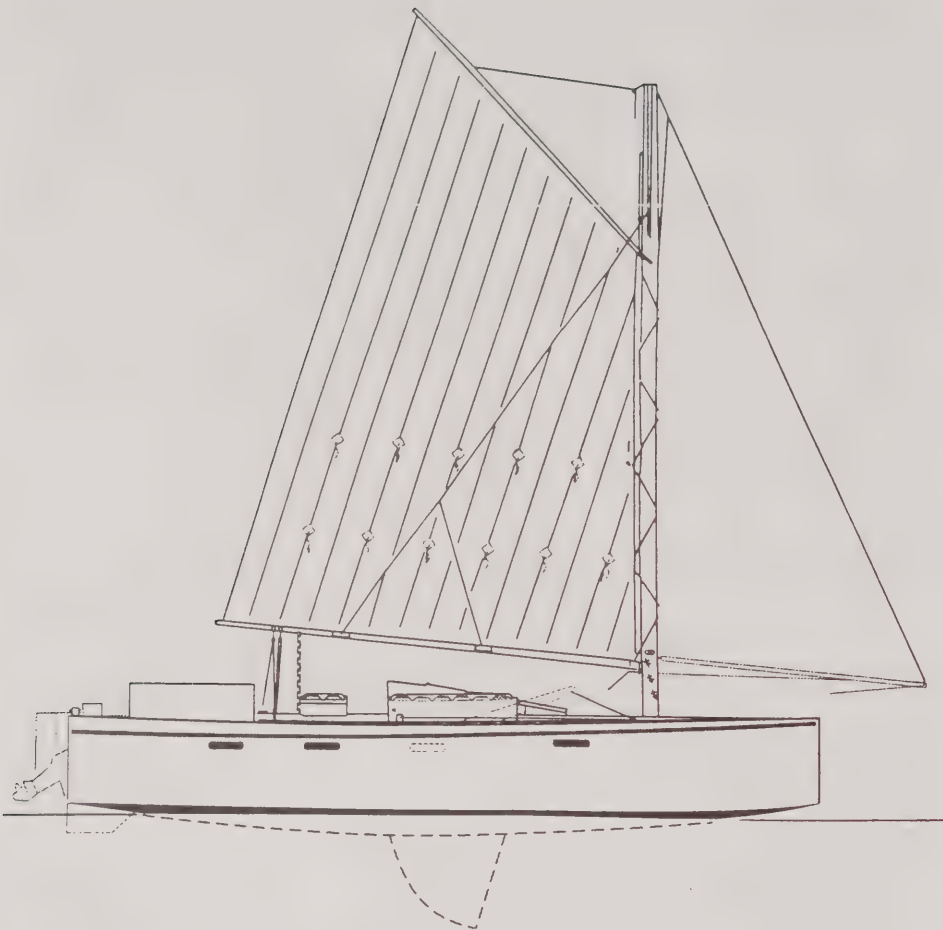
This is an enormous amount of boat for the effort and money it will take to build her. Bolger compares her to an ocean going Winnebago. Not the hippest of conveyances but certainly an efficient use of space, and one well designed for its purpose. Being a sailboat, the AS-39 avoids the Winnebago's unsavory reputation as an environmentally unsound gas guzzler.

The Wises have lived aboard now for almost a year. In that time they have cruised the canals down to the Mediterranean where they cruised for several months. Then they sailed across the Atlantic to the Caribbean and back. They are now back in France. I have not heard much about their Atlantic crossing but hope to when they get a chance. It sounds like the adventure of a lifetime.

The Wises wanted to use vane self-steering and asked Bolger to leave off the mizzen to keep it out of the way of the steering mechanism. To my eye the boat would look more complete with a mizzen. It would be an easy job to add one of about 70 sq ft on a stern quarter. While adding little to the drive of the main a mizzen would do much to ease the handling of the big cat rig.

While capable of limited off-sounding cruising the AS-39 is designed as a two-person live-aboard and coastal cruiser. As such you would be hard pressed to find a better value in terms of cost, ease of building, accommodations and performance. Plans consist of five large blueprints and a numbered building key. They are metric only. Cost will be \$225.

Follow-Up: Bernie Wolfard offers a number of Bolger designs for home builders as Common Sense Designs, 11765 SW Ebberts Ct., Beaverton, OR 97005.



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The Split-Lug Rig

By Richard Carlsen

The split-lug rig is one of the most simple, effective, and least known rig solutions for small craft.

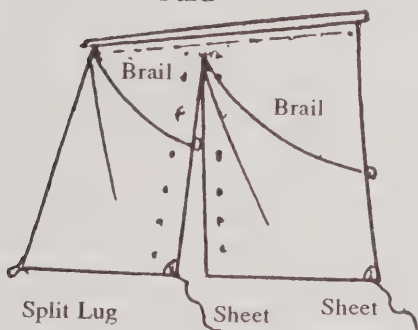
In *The Ship*, by Bjorn Landstrom (Doubleday), on page 183, top, we see a craft with split-lug sails, designed by the well-known designer Fredrik af Chapman in the 18th century.

I first came across it when in training for the Dutch Royal Navy in the thirties. It seems that the Dutch Navy had requested a practical sail for its life and work boats from the then seamanship instructor, Lt. Cmdr. Koolhaes, who was a retired square-rigger captain from the Orient trade. Here is how I heard him personally explain his choice:

"If a lifeboat is castaway in the middle of the ocean, its only way of survival, if not rescued, would be to sail with the main wind and current." (A simple calculation will show that doing otherwise would be futile for small, slow moving craft, if wind and current are in opposition to the craft's intended general course. R.C.)

"The best sail for such a maneuver would be the square sail, but not too many people nowadays (1930's, R.C.) know how to handle it. The next best thing would be the lugsail, but again, few know how to handle the lug. (That would be the dipping lug, R.C.). So the obvious remaining choice is the split lug. It has all the qualities of a good fore & aft sail, yet, by lacing the split, can be rigged either as a dipping lug or a squaresail."

Yard

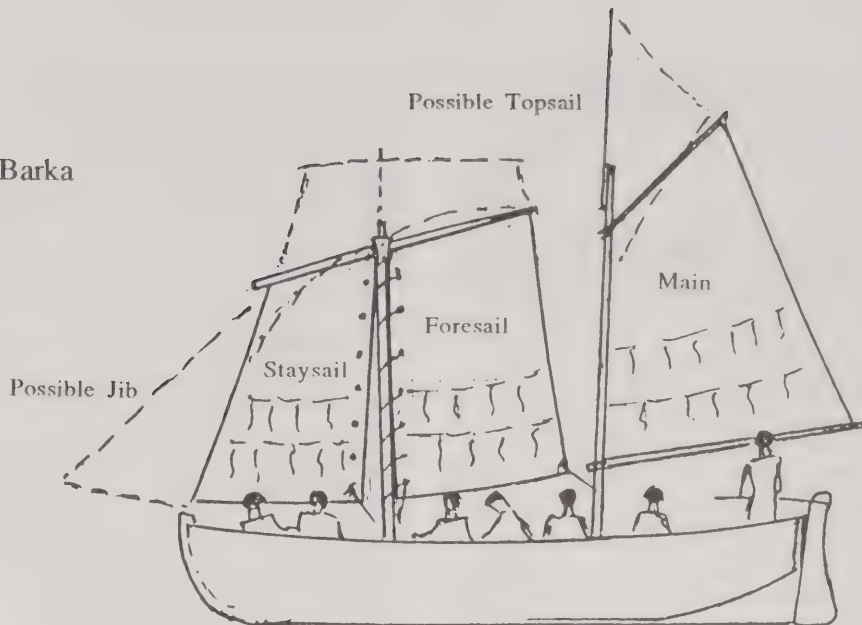


So far Lt. Cmdr. Koolhaes. (An article on seamanship by his hand appeared in the original publication on the art of ship-handling, piloting, etc. of either Bowditch or Chapman, I forget which, in the English language edition).

The split lug is literally arrived at by cutting the dipping lug at a point between one third and one half the length of the yard. This divides the lug into a stay-sail (or jib) and a main (fore-sail) in a schooner type set-up. Mast and yard are short enough to stow in the boat. The mast passes through a thwart, or is held to it by a metal half-ring, and into the usual block. The heel is cut square and fits into the square hole in the block.

Alongside the split on both sides are eyes; the aft ones are used to lace that part to the mast, the eyes forward of the split serve to lace the two parts of the sail together if so wanted, ie. on a long tack.

Barka



There is no boom or club. This allows the sail to be instantly brailed, a boon in gusty conditions and suddenly changing winds. The brails start at the knock and throat of the two sail parts, are taken around the aft edge of the parts, through an earring, sewn to the leech down from the yard a length equal to that part of the yard. From there they continue at the other side of the sail to a ring or small block at throat and knock, and down the mast or luff, where there is some means to belay the end. This ability to brail is one of the forgotten arts of sailing, and is a great boon when coming alongside, or mooring to a buoy.

The yard is hoisted to the top of the mast; the mast widens there to a shoulder and then continues up with a shorter and narrower piece. On this are hung the two shrouds by their end loops, and the strop of the hoisting tackle. Only one shroud to a side is needed. The yard is held to the mast by a parrel with the usual balls; the yard can be hung either side. Single part sheets complete the picture, even on a heavy thirty-plus craft as was used by the navy.

I am of the Sam Rabl, Phil Bolger, Pete Culler school of simplicity, and nothing could be more effective and simple than this rig.

In the early part of this century, and still during my childhood in the twenties, large sailing yachts and racers were usually skippered and handled by professionals. These were usually fishermen who worked these yacht in their off-season summer. None of these people ever adapted their craft to the modern rigs they handled in summer, although it cannot be claimed that they were unfamiliar with those rigs. Yet, when motors became available, they did not hesitate to adapt their craft to them, obviously because they recognised that outfitting with motors made their operation more effective. This should give the champions of the modern rig something to think about.

The craft that were rigged in the manner of schooners, with the gaff main, were called barkas, with the accent on the "as" (like in galeas). Anyone desiring to actually experience what it was like to sail a craft like the *Bounty*, or Cook's *Endeavour* should get himself such a heavy transom type lifeboat and rig it in the manner

shown. Sometimes you can pick one up at a shipwrecker's for a song, my brother and my brother and I did.

There will be no fast swinging of the helm; if you do not use the sails she will keep right on going. You will have three sails to maneuver with. Believe me, this is the ART of sailing. Invite your yachtsman friends and watch them throwing up their hands in despair. Modern yachts are sailed by the designer. I have watched from the bluff of the harbor entrance here where the harbor and its entrance channel make an almost ninety degree angle, and seldom see anyone making any sail changes! This is a fine balance for pleasure craft, but working craft could not afford such finesse. You either know how to sail, which to me is utter joy, or you have to stay with your designer craft.

Lt. Comdr. Koolhaes, the retired square-rigger captain, told me personally that there was no difference in maneuvering those old time frigates and barkas and sailing the barkas. Once you could handle the barkas, the rest was just a matter of size and more gear, lots more gear. So, if you want to sail the *Bounty* here's your chance.



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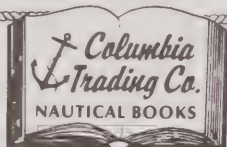
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Rehabilitating *Rupert*

By Andy Follansbee

Rupert is a 15' catboat which we adopted back in November of '93. Although most boats are "she's" my wife, Carolyn, has told me that *Rupert* is a "he". This makes sense because he was named after a very large cat which grew to be a legend in my wife's family when she was a girl. He grew to be about thirty pounds and was an omnipresence in the Moynihan household for years. He became so big and so inactive that some friends thought that after he passed on he could be stuffed and placed on the back of a chair and none would be the wiser.

Rupert the catboat was wrecked in that really rowdy northeaster in 1991. He was pulled off his mooring and landed somewhere upside-down on solid ground with all the force of the storm surging over his chubby little hull. He received severe injuries, the mast must have bent which must have effectively loosened the forestay, which allowed the mast to spring free of its step and pierce a hole through the hull and tear off the mast partner with a good section of deck. The bow section of the deck was ripped loose from the hull and the loose mast worked a cannon ball sized hole into a 4' tear in the starboard side of the hull. The mast eventually broke and everything absorbed a lot of Duxbury muck before the storm ended and he could be brought back ashore on his trailer.

He convalesced in his owner's yard for two years. The insurance people looked at the damage and the repair cost estimate and considered him a total loss. They paid the owner *Rupert's* estimated value and left him with the hulk to handle

as toxic waste. The owner used the money towards his sons' Flying Scott and *Rupert* sat all alone on his trailer, his gashed side open to the elements through two winters and two summers.

In November of '93 Carolyn and I were searching for an affordable little catboat to use for sailing with foursomes and moresomes as well as our dog. At that time, my good friend Roger Crawford of Crawford Boatbuilding in Humarock, Massachusetts was helping us look for such a boat. He knew about *Rupert's* situation and contacted the owner for us to see if he would be willing to sell *Rupert* to us so that the cat could be restored. The owner agreed to sell *Rupert* and his trailer for this effort.

Upon hearing this good news, my brother and I shot up to Massachusetts to have a look at this vessel to see what *Rupert* looked like. I had never seen a Squadron Minuteman before and figured that if he looked the way Roger described, he would be the perfect boat for Carolyn & me. I loved him from the second I saw him. His high freeboard, little cuddy, teak rubrails and seats... a good little ship. We signed the papers and went to lunch. Since the whole catboat thing was Carolyn's idea, and because the boat looked so friendly, beamy, and had such high freeboard, I could only think that it should be named for that other famous beamy feline, *Rupert*, and so it was.

We had once contemplated building a 16' stitch and glue type sailing skiff to carry four or so people, charmed by the romance of building it in our own garage

and how proud we would be of the finished product. Unlike Bob Vila, this house husband has never even hung a door or a piece of sheetrock. I could not even identify specific power tools, never mind have the courage to run one. I still shudder whenever I watch anyone work a table saw. So unlike many readers, we planned on having a genuine boat builder like Roger build or restore any craft we planned on taking to sea.

Conveniently, Roger agreed to restore *Rupert* for the exact insurance estimate made in '91 after the storm, and we made a deal. Living 250 miles away from Humarock, we unfortunately did not get to see that restoration progress as many of Roger's other friends and customers did, but we enjoyed hearing about it from Roger and others.

First Roger cleaned it up and removed most of the Duxbury muck. Then he set out to repair the hull. With the deck and hull torn free of each other on the starboard bow, I personally doubted that he could restore the original sheer. John Diethenoff removed the damaged teak rubrails and the coamings first. Roger made a temporary mold out of formica, sprayed in Gelcoat, and layed in layers of fiberglass cloth. When the mold was removed, "voila" the sheer was perfect.

He did the same for the deck and refastened deck and hull. He added a thick pressure treated mast partner under the deck and laid teak planks above the deck for extra support and to cover up the lack of non skid surface where the restoration was done. The finished product is so strong it could probably support the spar of a Freedom 40 in a fresh gale.

Finding a free standing tapered aluminum mast for an out of production boat proved to be a challenge. The fine people at Marshall Marine supplied a reasonable facsimile to the original, and John Diethenoff set about restoring the rigging. The previous owner generously supplied Roger with all the spare *Rupert* parts which he could find over the winter, extra sails, gaffs, sail covers, pulleys, sheets, and halyards. John chose the strongest looking parts and re-finished them all with "mast buff". He re-rigged the mast and compensated somewhat for it being a foot shorter than the original. I personally do not know from gaffs so I put my faith in John's judgment.

Somewhere between the fiberglass work on the deck and the woodwork of the mast partner, came the blizzards of '94 and *Rupert* was buried in a snow bank for over a month. This was just as well for Roger and John who were busily keeping up with Melonseed and Swampscott Dory orders.

After the thaw, Roger completed the mast partner while John completed the restoration of the woodwork. He replaced one rubrail, one coaming, and the door to the bow compartment. He cleaned up all of the teak, the seats the rubrails, and the trim around the cuddy. He refinished all of the teak with ceatol, which gives it a varnished look but requires no maintenance (it looks beautiful). Roger refinished the hull in Ivory with two-part Centauri paint and it looks great.

South River Marine removed the heavy iron centerboard, sandblasted, refinished and re-installed it.

We were amazed with *Rupert* when we came to get him in May. He was sitting outside the shop in one of those New England mists with a fine drizzle coming down. His appearance would have made his original builders in Bristol very proud. He was bright and seaworthy and ready for the summer of '94. He even towed well down I-95 all the way to New Jersey.

We have taken him out every weekend this past summer with six people as well as our dog. He is a good little ship, sails well, solid, comfortable, and can sail in very shallow water. I am just learning about gaffs, which is fun. It is amazing how many adaptations can be made to the sail with the two halyards.

In late July, we brought *Rupert* to Block Island (aboard the New London ferry). He spent a week anchored in Great Salt Pond and took daily excursions of family members out on the pond with an occasional dalliance in the ocean. The wind was blowing 20+ every day so we never had a chance to shake out the reef. Outside of terrorizing a few passengers while heeling through the gusts, old *Rupert* had a great week plunging along through the channel and hanging on his anchor rode.

One night there was a thunderstorm with pretty high winds. I worried about *Rupert* as the deck chairs blew off the porch of the house we were staying in. The next morning, I found him right where he was the day before, only that his anchor was so deep in the sand it was a hassle to retrieve it.

In late August we brought *Rupert* to a Follansbee family "regatta" on Barnegat Bay in New Jersey. My brother and his wife brought their trusty Dovkie and my sister and her husband brought their stout Sturdy Cat, another friend and his wife actually brought a Sea Ray power boat (are we open minded for traditional boat people or what?). After launching into that warm and shallow water, we all exchanged passengers (children and dogs) and cruised across the bay in a pleasant SSW 15 knot breeze. We anchored at Tice's Shoal for swimming, lunch, and general goofing off. Our dog Bandy, is a great swimmer and swam from boat to boat and played with driftwood on the beach.

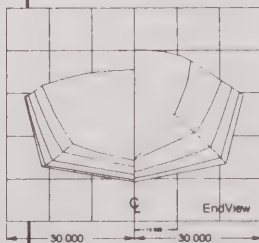
Although the three boats were really a perfect match sailing on the bay, everyone agreed that *Rupert* had the best appearance with his bright semi-finished teak, and nice Ivory finish. Soon we headed back to our launching spot and hauled out the Dovkie and the Sturdy Cat. My sister and her family headed home to Virginia towing their Sturdy Cat and the rest of us headed back to Tice's Shoal in a stiffening breeze all packed into *Rupert's* cockpit. Bandy was not too willing to swim back out to the boat for this final excursion of the day because it was starting to get cold and he was tired.

By the time we reached the outer side of the bay, there were whitecaps everywhere. After coming about and heading home on a broad reach, it was clear that old *Rupert* was trying to exceed hull speed but couldn't. We threw in a reef, *Rupert* calmed down and we zoomed back across the bay. By now the chop was up and actually getting us wet. *Rupert* has so much freeboard that we are not accustomed to this. My niece Rebecca and Bandy retreated under the little cuddy where they stayed warmer and drier.

Somewhere, Roger Crawford has great pictures of the restoration effort, but he did such a great job, at perhaps what may have been a loss, that I do not have the nerve to ask for any of his pictures. *Rupert* is a great boat and has given us yet another way to enjoy small boats.



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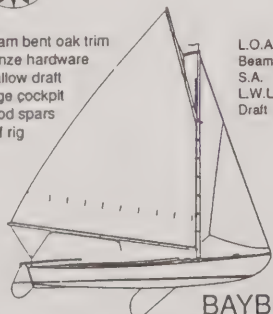
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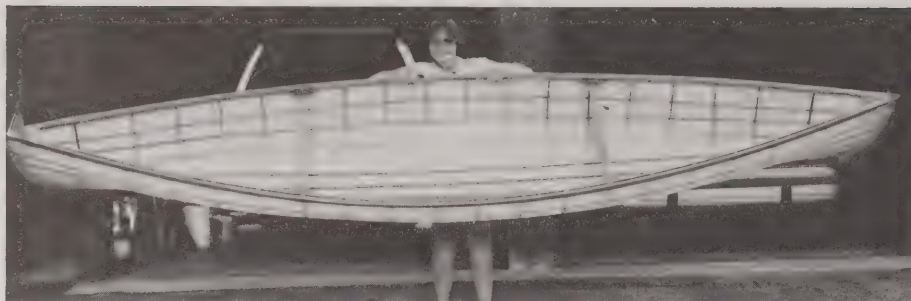
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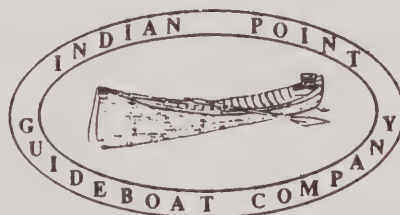


Rekindled Interest

I have been messing about in, and building, boats for over 40 years and in recent years I have found two things which rekindled my interest in this great activity. The first is your magazine, the second is Platt Monfort's geodesic ultralight canoe designs.

Here are a couple of photos of the Showshoe 14 which I built and have used messing about all over Massachusetts and New Hampshire. It is an incredible design and I have already started on a second one.

Bill Godden, N. Andover, MA.



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A Month in the Life of Lil' Toot



By Pete Cartier

What do you do when you are a semi-retired innkeeper on a small lake in upstate New York and you want to find a small boat to take guests out on? You could buy a pontoon boat or do what Jim Doyle did. His friend Dave Wells knew of an old boat stashed in a barn. It was of unknown vintage and make, but Jim was looking for something unique and a challenge. This boat fit both requirements.

By tracking down information about the boat through its old registration number, Jim found out that it was a 1951 Belden, perhaps a homebuilt. Basically a 16' flatbottomed rowboat, it had been modified with a glassed-in cabin by previous owners for use as a weekend camper/fishing boat on the upper Hudson River.

In less than a month Jim and Dave removed the cabin structure, replaced the sheer strakes, keel, rubrails and part of the transom, recaulked and repainted the hull exterior and interior and reassembled it in time for the Annual Boat Parade on Glen Lake. Jim said, "It was the talk of the lake." The boat is a standout in maroon paint with yellow trim. Jim's wife, Helen named it *Lil' Toot*, a name befitting its lines.

Future plans call for adding side-facing slat seats, a steering station and other modifications next year, but for now Jim is content to sit on the lakeside porch of the lodge, stare at boat docked in front and make mental notes of other things he plans to do to it, like adding a bowlight from a ferry boat to the roof or deck. Of course, all that will have to be done between taking rides in a boat not only unique to its home lake, but also a much larger area. Its safe to say there isn't another boat like it anywhere.

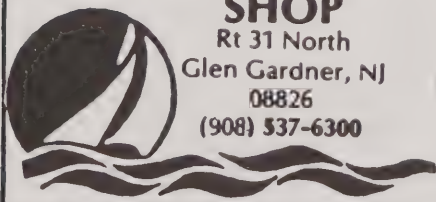
If you have heard of or know anything about Belden boats Jim would like to hear from you. He can be reached at Glenmoore Lodge & Motel, RFD #1 Box 1733, Lake George, NY 12845.

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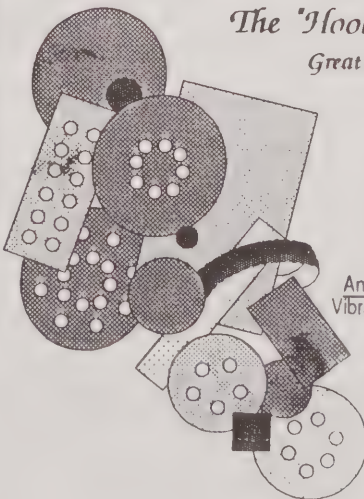
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Thanks to Dennis

Many thanks to Dennis Davis for his info on my *Sow's Ear* (March 1, 1994 issue). The scuttlebutt that came with the boat suggested that she was an Atalanta design by Uffa Fox. The story goes that they were built during World War II to be dropped to downed bomber crews so they could sail home.

Some have suggested that they were dropped free like torpedos. That seems unlikely given the light scantlings and heavy keel. Also she has a lot of windage, how could a crew in a raft catch her?

Dennis' dimensions look to be just right for my boat, which I take to be one of the originals. Word was that they were built in 24' and 26' versions after the War.

I think there is a great story here. Any info and leads are eagerly solicited. Really, I think I owe it to the readers to go over there and do some research. Maybe we could start a fund?

Jim Thayer, Rt. 1 Box 75, Collbran, CO 81624.

Some Things Are Really, Really Nice

In the *Complete Guide to Boat Kits & Plans*, 8th Edition by Publisher Dore E. Smith, on page 48 is pictured the Ace 14; LOA 14'4", Beam 5'7", Weight 216lbs, Hull plywood, SA 116 sq. ft. Information \$5, Plans \$50, Kit \$1075, Designer Arch Davis, P.O. Box 119, Morrill, ME 04952, (207) 342-4055.

My comment on this boat is that it is a real deep fine boat good for coastal cruising similar to the O'Day 14 Javelin but half its weight.

The boat pictured is not the Ace 14 but looks just like it. It is probably the Blue Jay at 13'6" LOA, 5'2" Beam, smaller than the Ace 14.

Al Curran, 119 Sefton Dr., New Britain, CT 06053.



Your Ideas & Needs



Maybe an Old Albatross?

About a year ago I bought the boat in this photo, it is 15'6" LOA and 5' beam on deck, planked with 1" fir or pine and decked with plywood.

I am having it rebuilt at Frenchtown Fiberglass & Marine as soon as my 23' Sharpie is done being built there.

I was lucky, a complete suit of sails came with it and all the gear seems to be there. What I would like to do is identify the boat. I think it may be a Pelican or an old Albatross class boat. The sail logo pictured could be almost any sea bird. These could be replacement sails but I don't think so. They were sewn by Joy Bros. Sailmakers in Milwaukee, but I can't find a number or address for them.

If any readers can identify her from this information and the photos I'd appreciate it.

David Logan, 4544 Parent St., Missoula, MT 59802.

Anyone Know About the Sea Scouter?

I wonder if any readers might have information about the Sea Scouter, a sturdy 10' sailing dinghy once made by National Manufacturing Co. of Seattle? A plate inside the transom of the hull I recently acquired identifies the boat as "Monty Morton's National Sea Scouter", manufactured by Nottingham & Co. of Seattle, Washington.

I am in need of a sail plan and basic information about the mast, dagger board and rudder. I would also like to know more about "Monty Morton" or any other facts about this boat, such as its probable age.

Thomas Dolan, 325 Beard Ave., Buffalo, NY 14214.

An Inch of John Barleycorn, If You Please

"Dynamite" Payson was right! We often contrive to find the hardest ways of accomplishing the simplest tasks. To my way of thinking, fellow reader "TNT" Kemble has really found what is perhaps the most difficult way of figuring the dimensions of a hunk of wood known to man.

Granted, any two dollar calculator can tell you that the midpoint between two feet is about half of 60.96 centimeters, or 30.48 centimeters. If, however, one were to go into the friendly local lumberyard and ask for a sheet of 6.35 x 121.92 x 243.84 exterior AC, one of three things is sure to happen. Either the fellow at the counter will have grand visions of dollar signs dancing in his head and a big grin on his face, or likely he will say, "Duh...? Sheet what?" and have a grin on his face, or likely he will say "%&*" and have a big frown on his face.

On the other hand, if you go to the friendly local lumberyard, or even one of the Mega Home Improvement Supermarkets (where an employee's personality counts more than his product knowledge) and ask for a sheet of quarter-inch exterior AC, you will be sold exactly what most of us English speaking folks recognize as plywood. As a matter of fact, most of the lumber and hardware suppliers that I have dealt with will also give you a FREE YARDSTICK with the store's name, address and phone number on it.

Wow! Go to the place twice and you will then have acquired two FREE YARDSTICKS and are now equipped to find the middle of anything. Simply lay one yardstick on the work and measure from right to left. Place the second yardstick on the work with the numbers upside down and measure from left to right. Somewhere along the two scales the number on one will be equal to the number on the other. Guess what that point is called? Ancient shipwrights, mystics and philosophers refer to it as the "middle".

I don't think that enough can be said about the value, worth and utility of a good ole FREE YARDSTICK. Most of them can be relied on for use as a straight edge. Do your plans call for you to draw a curve with a 24" radius? Simply drill a small hole in the yardstick just big enough for a pencil point and drive a brad through the spot 24" (72 barleycorns) down the stick from the hole and scribe your arc. Need a four foot radius? Tack two yardsticks together.

Need a quick shim under a plank or a push stick for your saw? Whoops! Did you step on it and split it? Who cares, put the pieces back together enough to read the address of the lumberyard and go get another.

Tack one, two, heck, splurge and use three of them along the edge of your workbench if for no other reason than to keep your calculator from falling off while you labor through converting all of the designer's measurements into fractions of what the Post-Revolutionary French calculated (inaccurately, I must add) to be one-ten-millionth of the distance from the pole to the equator, and named it the "meter".

Robert "Firecracker" Hoge, Lenoir City, TN.

An Alternative to Metric

Back in the 1920's Henry Ford proposed that the inch be made equal to 25 millimeters. That would have made the two systems consistent, but it did not fly. His factories and most of U.S. industry, however, were already decimalized, they work in inches and decimal inches.

There is a wide selection of measuring tools graduated in decimal inches. I have steel tapes, steel rules, the rule in my combination square and vernier calipers that read in tenths and hundredths of inches. They also have the fractional scales.

The feet-inches-eighths of the naval architects are the most abominable units, but they are going to be eliminated quickly as computer-assisted design takes over with the output in decimal inches.

If boat plans were drawn 1"=1', dimensions on them (decimal inches) could be converted to full size (decimal feet) by using engineer's scales graduated in decimal feet. I have a 50' steel tape, 12' steel tape, and 6' folding rule graduated in decimal feet, but these are used generally only by surveyors and civil engineers.

David Camell, Wilmington, NC.

Mondo Bondo

My thanks to Pete Cartier of Queensbury, New York, for adding his oar to the roiling waters of the "Goodchild Debate". I welcome him to this honoured society. However! He posits that I am confusing epoxy resins with polyester when I stated in my "Mea Culpa" response that I was able to clean up the amine blush with acetone. I would most gently like to reassure him that I am not confused between the two at all and have a quite good understanding of the difference between the air-inhibited polyester and the air curing epoxy.

It is also true that automotive body fillers are usually polyester (exclusively from what I can tell) and this would have been especially true back in the fifties when I dechromed the Ford. But other than that time I almost never use polyester for the same excellent reasons he so carefully outlined in his letter. In fact the only other time I have used polyester in the last 20 years was when I put a fiberglass sheathing on my porch roof. Since the job required ten gallons of resin I chose to use polyester instead of epoxy for reasons of cost. That was ten years ago. The roof is still intact and in fact I just put another coat of paint on it.

Regarding putting on glass cloth wet or dry, I cannot understand Pete's preference for putting on a sealing coat of epoxy, sanding it and then putting up the glass cloth dry. It seems to me that this is doing the job twice. Wouldn't it be easier to put the glass cloth on at the same time as the sealing coat? I think so!

David Goodchild, Philadelphia, PA.



More Uses for Hot Glue

I have had some experience using hot glue in marine applications which I would like to pass on to interested readers. It's many wonderful uses do not, however, include actual boatbuilding due to its limited strength and adhesive properties with wood, and its expense.

I have come up with two boat related uses for this glue.

It is excellent for building quick cardboard models from a set of plans. I built a Bolger Micro Trawler two years ago and before I started actual construction I photocopied the plans, glued them onto cardboard and cut out all the pieces and "built" the model by gluing the pieces together with hot glue. I can't think of a better way to see how a boat will go together than this, plus I got a neat little model of my future boat.

Hopeless Situation?

I have a boat that was given to me before I knew enough to recognize a hopeless situation, but I thought I should ask around before I turn it into firewood or a chicken coop. I have been told by a former owner that it is a Mashpaug Sloop. Is there someone who can tell me, despite the cracked frames, misshapen hull, ugly plywood doghouse, decrepit fiberglass sheathing and added keel (he said she wouldn't come about in a blow) if there is some historical or sentimental reason why this boat should not be dismantled? Can anyone enlighten me as to the origins of this boat? I will send a thank you note or call you back on my dime.

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The other use for hot glue was bonding together the synthetic canvas "Sunbrella" that I used for sunshades around the rails of my houseboat six years ago. These are still showing no signs of deterioration. I folded the edge over an inch all around and hot glued this hem instead of stitching the seams. Then I inserted 1/4" grommets into this double layer hem for lacing it onto the railings.

I also made a bimini top in this same fashion but found that the velcro strips had to be sewn on, the hot glue wasn't strong enough to take the strain of tightening the canvas.

Several types of this glue seem to be offered, I have found the clear type works best for me.

Gary Zimmerman, P.O. Box 1844,
Key West, FL 33041.

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Goop

Boat building requires fastening pieces of material together and doing so in such a way that they will stay together without either giving way under strain of usage or deteriorating in what may be the harshest environment available; the surface of the sea.

For main strength it is hard to beat a big thick bolt with wide washers and a good sized backing plate. As an adjunct to a mechanical fastener and to keep it and the structure from rot and corrosion one uses the nearly eternal adhesives and coatings available at any good marine supply store.

It is these adhesives and coatings to which I refer as "goop". Today there are both epoxy and polyester resins which come by the gallon and spread like syrup. The epoxies can be had with thickeners as glues and putties and polyester fillers. Bondo can be found almost anywhere. Various commercial and homemade fillers can be added to either sort of resin to accomplish the same thing. A host of compounds come in caulking tubes to stick and seal pieces where they are joined.

Of these resins I use epoxy exclusively. While perhaps twice the cost of polyester, it is also twice the strength and flexible where polyester is brittle. Epoxy never irritates my skin and lacks the fumes of polyester and is much more versatile in use. Additionally, polyester resin, which is used with fiberglass for the hulls of boats, is uncomfortably porous in water, leading to the formation of the infamous "blisters" which afflict so many vessels.

The reason that I never use polyester, despite its lower cost, even above the waterline where constant immersion is not a factor, is that it can cause problems when used over epoxy. An epoxy resin surface is impervious to almost anything once it has set up overnight but it is curiously vulnerable to polyester. Epoxy which has not been allowed to cure for a month or two will, when coated with polyester, revert to a nasty half-cured mess. It softens and becomes tacky, taking on the worse features of tar, bedding compound and contact cement. Chemical paint remover will scarcely affect it, a grinding disc will clog in seconds, a chisel will scrape it off but you won't get the last of it without removing the actual surface which bears it.

Who has 60 days to wait? Granted, polyester is fully cured in hours and epoxy will go over polyester without a problem, but it is just too much potential and actual grief for the limited benefit of using a cheaper, and weaker material. Epoxy will do everything that polyester can do and will do it better and easier so that is the way to go.

For caulking there is nothing in my book but 3M's 5200. This polyurethane caulking adhesive comes in tubes and at \$7 to \$10 a tube is not cheap. It is, however, the most economical way to get a first class permanent job. 3M 5200 sets up like the rubber in a tire and sticks to wood, metal and fiberglass at least as well as epoxy does. The surface must be dry when you apply it but it can be immersed in water immediately afterward and it won't bother the 5200 a bit. Best of all, the stuff is fully compatible with epoxy resin.

Boat Work

By Scott White

You can slop epoxy on a surface, smear on some 5200 30 seconds later, bolt on your wood or cleat or whatever, and the whole mess will set up just as nicely as you could ever wish. The only thing you have to be careful about is not to cover the entire surface of the mess of 5200 with epoxy, leave a little bit exposed to the atmosphere's moisture to promote its curing or it may stay soft and perfectly preserved for months. Should a subsequent leak expose it finally to water it won't give way, it will simply rubberize at that point in time, giving as tight a seal as you would have had in the first place.

Epoxy resin is extraordinarily versatile. I began by using it with glass fiber fabric as a coating for plywood and as a thin sort of glue between sheets of plywood on my cabin top.

It was not long, however, before Charlie M. showed me one of its key properties, using which you can make a piece of wood, especially plywood, last forever. Epoxy resin, once mixed, can be thinned to a water consistency with alcohol, acetone, MEK solvent, or one of the commercial epoxy thinners. When thinned in this manner it will penetrate and soak into the pores of the wood faster and deeper than water. Anywhere water will go, so will thinned resin. Once in the wood it will set up forming an impervious plastic layer under the surface. This not only prevents any rot inducing water ingress, it strengthens the wood it has soaked. This wood/epoxy composite is not as strong, quite, as fiberglass/epoxy composite but it is much stronger than wood alone.

The end grain of plywood is especially vulnerable to water. I have been near to tears when inspecting my deck after buying the boat. Water had soaked through the surface layer of plywood and large pieces could be pulled off by hand. Nail and screw holes all expose end grain where they penetrate the wood. "Take care of the end grain and the end grain will take care of you," may not make much sense but it is a good motto for the boat builder.

Each and every piece of plywood, and other wood for that matter, gets soaked with thinned epoxy resin. Put it on with a brush, use rag instead, drop small pieces into the stuff, put on several coats, slop it on until the wood will not take any more. Treat the surface too but make sure of the end grain. Drip, pour, or use a Q-tip to stuff it into screw and nail holes (pre-drill at least the upper piece for nails) and put in a bit of un-thinned resin just before the fastener and whatever you make will be nearly eternal.

If this sounds like a major pain at times, well it is. But it is worth the trouble. I once laid down a deck 1" thick made of two layers of 1/2" plywood. I used the above technique for the job. When I foolishly neglected to read the labels and treated some screw holes in the upper surface of this deck with resin mixed with resin (not with hardener, what a mess that was, you can't go back and rub hardener in and you can't get it off) water got into the

upper layer of ply. Even though the soaked and rotten wood came off in soggy chunks, the lower layer of plywood was pristine. Still perfect. When the upper layer was removed the nails stood proud, 1/2" up from the still beautiful and leakproof underlayer.

I sealed a 6"x6" piece of 3/4" plywood and then, not needing it after all, tossed it aside into the parking lot. Six months later I found it again and, curious, cut it in half with a saw. The outside looked pretty bad but the wood was sound and dry all the way through.

Interestingly, this way of treating plywood lets me save enough money to pay for itself. My reasoning is thus: Sealing the wood with thinned resin is so effective that I will do so even when using very expensive marine grade plywood. It is so effective, however, that if I'm going to seal it anyway I don't need to go to the great expense of buying marine ply. I can use regular exterior grade and even use a thicker size for strength at a cost savings that more than pays for the resin, still getting a job that will last much longer than untreated marine plywood would last.

Epoxy resin in a screw hole not only seals the wood, it gives the threads a much stronger material to hold on to. The same is true for marine ring nails, it is worth pre-drilling nail holes, significantly undersized but big enough to pour or poke some resin into. I use flat toothpicks to get the stuff in and, in screw holes, a couple of epoxy coated toothpicks make the hole that much tighter and let you draw the pieces together more firmly.

Epoxy resin can be mixed with any number of powdery materials to make putty-like goop greatly superior to Bondo. Some are found on the shelves of the marine stores and some are "homebrew"

Of the commercial ones, I have used Cab-O-Sil, a fine silica powder (don't know if it matters but I am careful not to breath any of this), Micro-Balloons (tiny hollow spheres of glass or phenolic resin) and ultra-finely chopped cotton marketed by the Evercoat Corporation.

Homemade fillers include the obvious sawdust (it is difficult to get all fine particles without some inconveniently large chunks finding their way into the mix), sifted sand, and my own inspiration, baking flour.

Cab-O-Sil and the sifted sand mixtures are very strong and dense but almost impossible to sand or drill. Micro-Balloons, cotton and sawdust are pretty easily worked although not so strong. Flour, which seemed such a good idea at the time, proved easily saturated by water in my below the water line uses. It still seems as if it should work better than it did. Perhaps I had thinned the resin too much before I mixed it, but without further experimentation I would be very reluctant to recommend it.

I use epoxy resin which I buy in 1-1/2 gallon kits from Joe's Auto Marine Supply in Ft. Lauderdale. This is a 2:1 resin, two parts resin to one of hardener. It comes in plastic jugs and for a few dollars they sold me two screw on pump tops which are the slickest idea since yardsticks. Epoxy is pretty forgiving of inexact proportions but if the amounts are too far off it won't cure properly, staying sticky forever. In

the middle of a project on a 90° Florida afternoon it is really easy to misjudge and mis-measure a batch of resin. With the pumps even small, less than full stroke, amounts are easily gotten right.

It is well to mix too little rather than too much. Not only is the excess potentially wasted but the more you mix in a batch the faster it will go off in the pot. Volume goes up faster than does surface area and chemical reaction rates approximately double for every 10°F increase in temperature. The curing process is a chemical reaction and further it is mildly exothermic, it generates heat. The hotter it gets, the faster it heats, and a larger amount has less surface area to cool from. You can slow the process by mixing in a little alcohol but I've seen quart size batches, on a hot afternoon, boil off the alcohol and cook themselves into a steaming froth.

As a final coating I have found nothing better than Steelflex, a thick epoxy coating. Joe's Auto Marine carries it in various colors, plus neutral to which pigment can be added, in gallon and half-gallon kits. A fifty/fifty mix, it was originally developed, I understand, as a coating for the aluminum bottoms of the airboats they use in the Everglades. Steelflex sets with & nice gloss and is very resistant to abrasion. Put on over the top layer of epoxy and 'glass, or saturated into the glass fabric itself, it seems to last forever with no deterioration beyond a tendency to dull and chalk a bit after a few years of ultraviolet. This does no harm that I have ever seen and could be prevented or cured with a coat of paint.

The only thing besides paint remover

(and polyester resin applied too soon) which seems to attack epoxy resin is ultraviolet in the sunlight. Florida has a lot of that. The final layer of any epoxy surface should be pigmented or covered with Steelflex to prevent this.

My favorite among the specialty epoxy products is Pettit's PolyPox Underwater Patching Compound #7055. A 50/50 mix, this comes in a kit of two plastic toothpaste type tubes and sets in about 1/2 hour with 6 hours to a complete cure. It is a little bit thicker than resin when first mixed and can be stiffened up with one of the fillers used with other epoxies. When it cures it is fully as strong as Marine-Tex, another excellent putty type product, and can be drilled, tapped and sanded. It really will set and bond in and under water. I have plugged pinhole leaks from the inside with this product, although it is tricky to keep the water from pushing it out of the hole before it cures. I use it for small jobs even when water is not a consideration because it is easy to mix, a 3x5 card will do, sets fast and works really well.

Often enough I need to assemble something from pieces of wood before my protective epoxy coating has set. There are times when this is the best way to get a tight fit for things which need to come apart again. A hinged locker top is one example. Other times I just need to cover a job to keep rain from the uncured resin.

For these tasks God has sent us polyethylene plastic. The thin stuff from which dry cleaner bags are made and the thicker lawn and leaf trash bags work wonderfully well. This material will cling to wet resin and peels off effortlessly after it has set. You often find an oddly textured

surface where the plastic has creased or bunched but it will always release and a bit of sanding followed by a light coat of thinned resin will give as smooth a surface as might be wished. I find that this is less hassle than trying to be sure that I've gotten all the mold release wax off a surface and more certain too. The heel of my mast is potted into the step after being coated with mold wax, now I wake in the night and worry about it, wishing I had used a dry cleaner bag.

Working with goop has its little irritations. Halfway through assembling a project especially when using resin and 5200 together, I find myself so adhesive that it is difficult to let go of small objects like screws and nails and sometimes small screwdrivers.

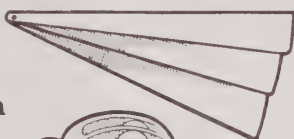
Clean up is straightforward enough. If it has not gone too far into the curing process epoxy resin will wash off with GoJo or a similar waterless handsoap. 5200 and stickier resin is best removed with alcohol or, even better, acetone. These methods will get it out of your hair and if you shampoo after and use a conditioner it won't be dried out too badly. The alternative is to wait 'til morning and snip off the now composite locks.

Epoxy resin and 3M 5200 are the boatbuilder's friends, especially if his budget will not tolerate second class work which has to be re-done, the most costly sort of work indeed. They will ensure that your efforts and materials are not wasted and they will make up for a lot of non-expertise in your carpentry.

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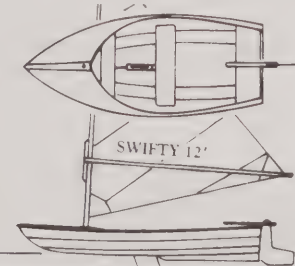


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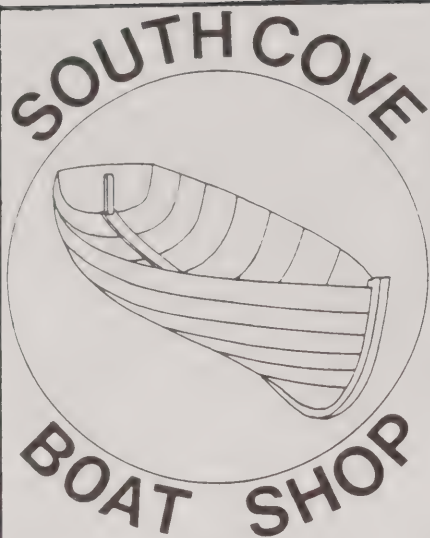
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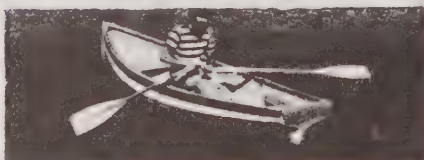
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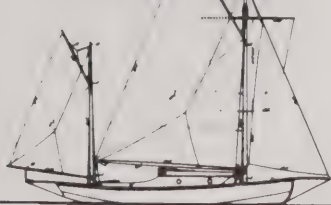


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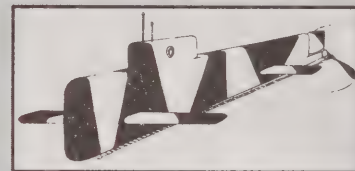
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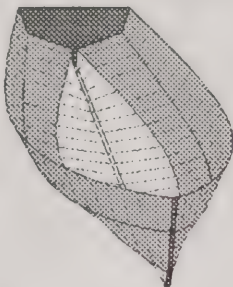
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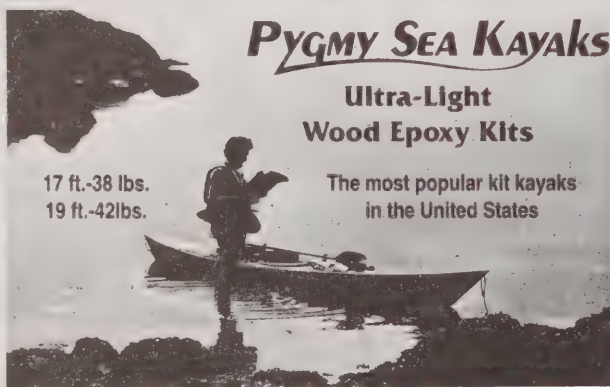
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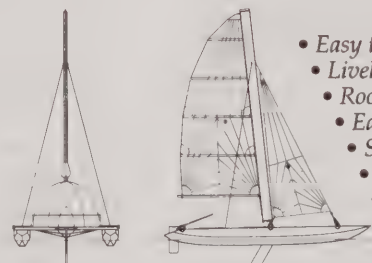


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18'0" x 6'9" x 1'0"

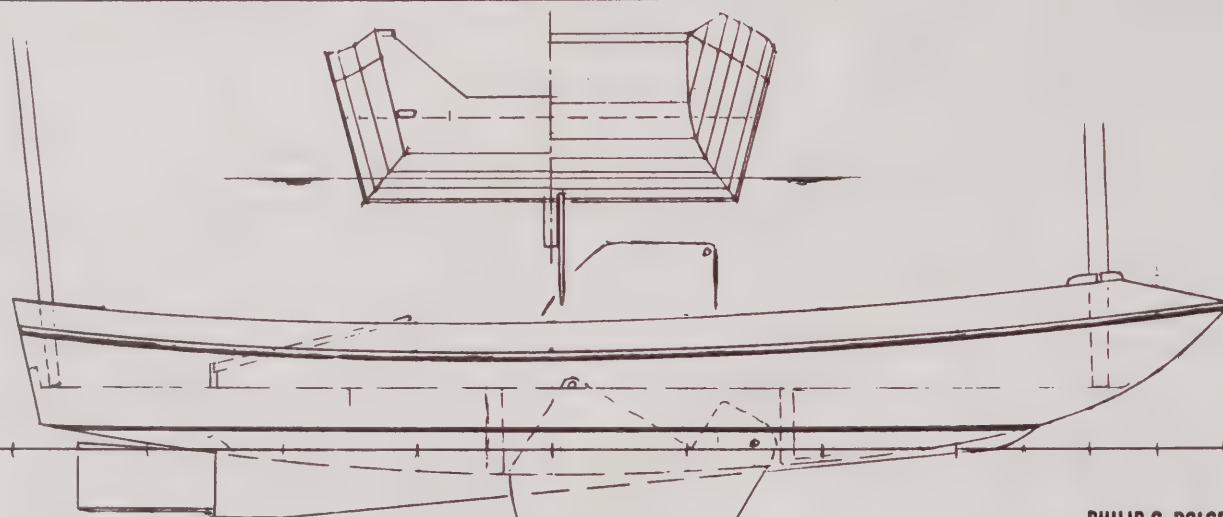
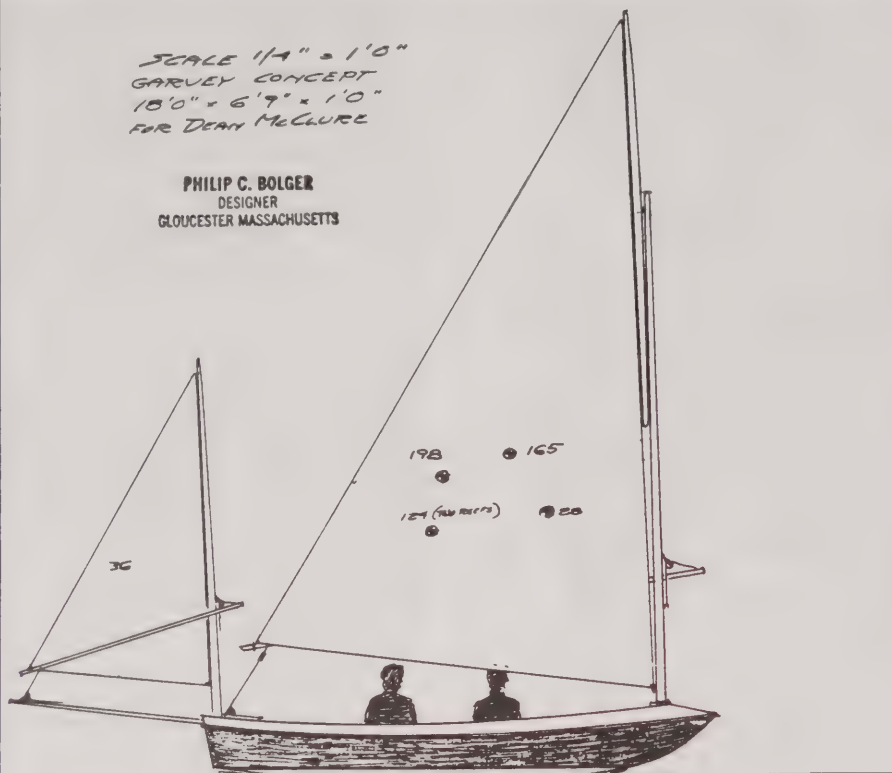
Dean McClure asked me to sketch a garvey for Florida use. So far it hasn't gone further than this cartoon but I understand that it is still on. The wide bow of the garvey makes space and stability in a short and light hull; this would make a fast and handy boat if there wasn't too steep a chop, and even in rough water she would be a good sailer if she was sailed heeled at the right angle.

She would have a watertight deck pierced with hatches forming footwells. With the hatches open, people can sit comfortably with their feet down and foot-high protection. With the hatch covers in place she will shed rain. The space under the deck is all accessible and usually dry.

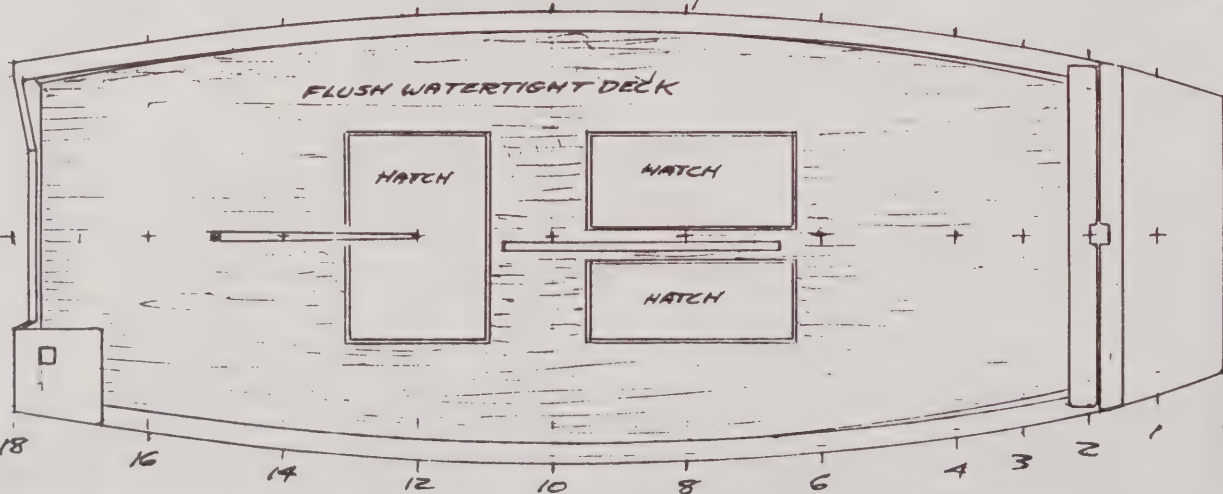
She has a big rig for her weight, but laid out to reduce the area and height quickly and easily, and without disturbing the helm balance. The cat-yawl rig gets the masts out of the way, while the deck layout allows secure access to all the gear without bending the lines through any turning blocks.

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Free FG Canoe, 18'6" Long Champion, vy beat up, patched in many places, it floats. No seats, accepts Oarmaster or Piantadosi rowing rigs.

GEORGE SMITH, Groton, CT, (203) 448-2534, (203) 445-3481, ask for George. (15)

Free 20' Thompson Lapstrake Runabout, in nd of much TLC. On trlr in nd of same.

DAVID GILROY, E. Granby, CT, (203) 658-9972. (15)

Free Chinese Junk, to a gd home. All teak. STEVE THOMAS, Saugerties, NY, (914) 247-0823. (15)

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16' Wayfarer CB Sloop, designed by Ian Proctor. Race equipped, FG hull, bright finished mahogany decks, trlr, mooring, 2 sets sails, spinnaker, cockpit cover, 2 compasses. Fast, stable, roomy cockpit, exc family boat. Enjoy racing or daysailing the design that has been immortalized by Frank Dye on his North Sea and North Atlantic crossings. \$1,500.

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(Starting with the August 1, 1994 issue, I have revised the ad format by using **bold print** for each boat/item advertised to better highlight them for ease of locating your needs.)

21' Small Craft Rowing Shell, sliding seats, oars, gd cond. \$800.

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MATTHEW HOLLIER, Marshfield, MA, (617) 837-2268. (15)

Piscataqua RiverWherry, FG, mahogany seats & trim, 2 rowing stations, Oarmaster adaptor, Shaw & Tenney oars, Trailex alum adjustable trlr, 3 hrs use. \$2,800 neg.

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15' West Wight Potter, micro cruiser slps 2, w/til trlr, Muncie Neptune OB, M,J,G, w/jif y reefing, bow & stern pulpits, many extras. Exc cond. \$2,950.

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BRIAN KEARNEY, Lake Bluff, IL, (708) 234-2159. (15)

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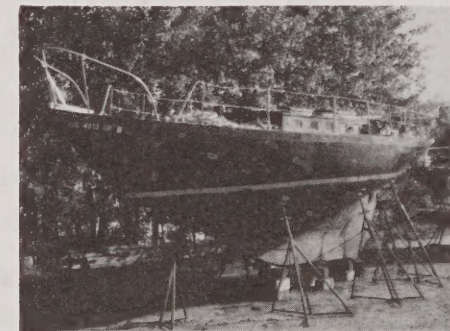
11'9" Lapstrake Wooden Sailing Dinghy, Chas. Mower design, cat rigged, dacron sail, blt '62. Nds restoration. \$200, gd winter project.

DONALD SHAW, Westboro, MA, (508) 366-5166. (15P)



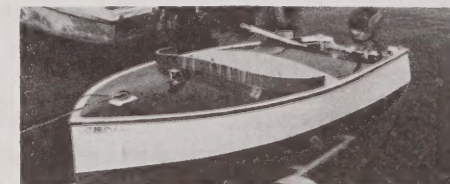
Arnold Ziffel, '94 14' Flat-Iron skiff from *The Dory Book*. Glass over ply hull, teak & fir trim. Awlgrip ext, oiled int, custom "puffy" rubrail. \$1,200.

GORDON REED, Bath, ME, (207) 443-9076 eves, (207) 371-2525 days. (16)



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30

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"Canoeing Journals of James S. Cawley, 1915-1919", available in paperback. Daily writings of canoeing & camping on various adventure cruises. Written by co-author (with wife) of "Exploring the Little Rivers of New Jersey", these journals were rediscovered & now printed for the first time. \$10 postpaid.
NANCY C. JEROME, RFD #1 Box 202A, Waitsfield, VT 05673. (TF)



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JONATHAN WOLFARTH, 1533 Parker St., Bronx, NY 10462-4927, (718) 931-0448. (15)

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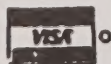
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